CITY OF HUNTINGTON BEACH
PLANNING COMMISSION STUDY SESSION

SITE PLAN REVIEW NO. 12-002, TENTATIVE PARCEL MAP NO. 12-113, DEVELOPMENT AGREEMENT NO. 13-002 (PEDIGO APARTMENTS)
June 25, 2013

SUMMARY

- **Applicant:** Pedigo Products, Inc. and Pedigo South, Inc., c/o Ken Keefe & Rick Lamprecht, ArchRock Development Group, LLC, 4000 SE Columbia Way, Vancouver, WA 98661

- **Property Owners:** Pedigo Products, Inc. and Pedigo South, Inc., 4000 SE Columbia Way, Vancouver, WA 98661; George and Helen Psaros, 52 Vista Montemar, Laguna Niguel, CA 92677

- **City Contact:** Jill Arabe, Associate Planner

- **Location:** 7262, 7266, 7280 Edinger Avenue and 16001, 17091 Gothard Street (five parcels located at the southwest corner of Edinger Avenue and Gothard Street encompassing approximately 8.5 acres)

- **Proposed Project:** The project proposes to develop a 510 unit apartment complex on an 8.5 acre site located within the Town Center Boulevard segment of the Beach and Edinger Corridors Specific Plan (BECSP).

  The project consists of the following entitlement requests:
  - Site Plan Review (SPR): to permit the development of a four-story with lofts apartment building consisting of 510 dwelling units, 25,815 sq. ft. public open space, 55,396 sq. ft. private open space, and approximately 5,097 sq. ft. leasing office wrapped around a six-level 862-space parking structure. The request includes onsite improvements of constructing a Classic Boulevard along Edinger Avenue with 17-angled parking spaces and an East-West connector street along the south property line with parallel parking. In addition, the review will include a net import of 44,261 cubic yards to elevate the project site above the flood plain.
  - Tentative Parcel Map (TPM): to consolidate five parcels into one parcel.
  - Development Agreement (DA): to enter into a development agreement between the City of Huntington Beach and Pedigo Gothard, LLC, Pedigo South Edinger, LLC, and George W. Psaros Trust (property owners) to ensure the provision of 10% of the total units as affordable to moderate and low income tenants pursuant to the Beach and Edinger Corridors Specific Plan.

  The project site is approximately 8.5 acres and consists of five parcels with four existing buildings. The existing buildings will be demolished in order to construct the new four-story with lofts building wrapped around a six-level parking structure. Surrounding uses are primarily commercial and industrial. Southwest of the site, beyond the flood channel, are single family residential homes. Due to the site's location within flood zone AO, it will be elevated three-feet above the Base Flood Elevation for flood protection.

The proposed building will consist of 22 studio units, 250 one-bedroom units, 218 two-bedroom units, and 20 three-bedroom units. As required per the specific plan, 10% of the 510 units will be affordable to moderate and low income levels. As part of the request, a development agreement is proposed to address the terms of affordable housing.

- **Background:**
  - In 2010, the City adopted the Beach and Edinger Corridors Specific Plan. The goal of the specific plan was to transform the current development of commercial strips lined with surface parking lots and generally low-rise commercial buildings to a pattern of centers and segments characterized with clusters of shops, activity, and intensity. These new active areas would include a mix of homes, offices, and commercial uses oriented to alternative modes of transportation including walking and bicycling. Along the Edinger corridor, the development of a "Classic Boulevard" would feature a separate parallel access lane (to Edinger Avenue), angled parking, and 12-ft. wide sidewalk.

- **CEQA Analysis/Review:**
  - On December 8, 2009, the Planning Commission certified Program Environmental Impact Report (EIR) No. 08-008 for the proposed Beach and Edinger Corridors Specific Plan. EIR No. 08-008 concluded that potential impacts can be mitigated to less than significant levels with the exception of impacts to air quality, cultural resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems, which would remain significant and unavoidable. The Planning Commission certified EIR No. 08-008 as adequate and complete with modified mitigation measures, findings of fact, and a Statement of Overriding Considerations. The City Council also adopted a Statement of Overriding Considerations prior to action on the GPA, ZMA, and ZTA on March 1, 2010.
  - On June 12, 2013, the Environmental Assessment Committee determined that all potentially significant effects of the project have been analyzed pursuant to the BECSP Program EIR and can be mitigated pursuant to applicable mitigation measures adopted for the BECSP Program EIR, and pursuant to Section 15182 of the CEQA Guidelines, no further environmental analysis is required.

- **Planning Issues:**
  - Compliance with the applicable Beach and Edinger Corridors Specific Plan requirements and other regulations including architecture, parking, access and circulation, building form and massing, and provision of open space.
  - Consistency with the General Plan and all applicable requirements of the Municipal Code.
  - Compatibility with surrounding land uses.

- **Planning Commission public hearing is tentatively scheduled for July 9, 2013**

- **Attachment:**
  1. Vicinity Map
  2. Project Narrative dated and received June 10, 2013
  3. Site plans, floor plans, and elevations dated and received June 10, 2013
  4. Environmental Assessment No. 12-003
  5. Tentative Parcel Map No. 12-113

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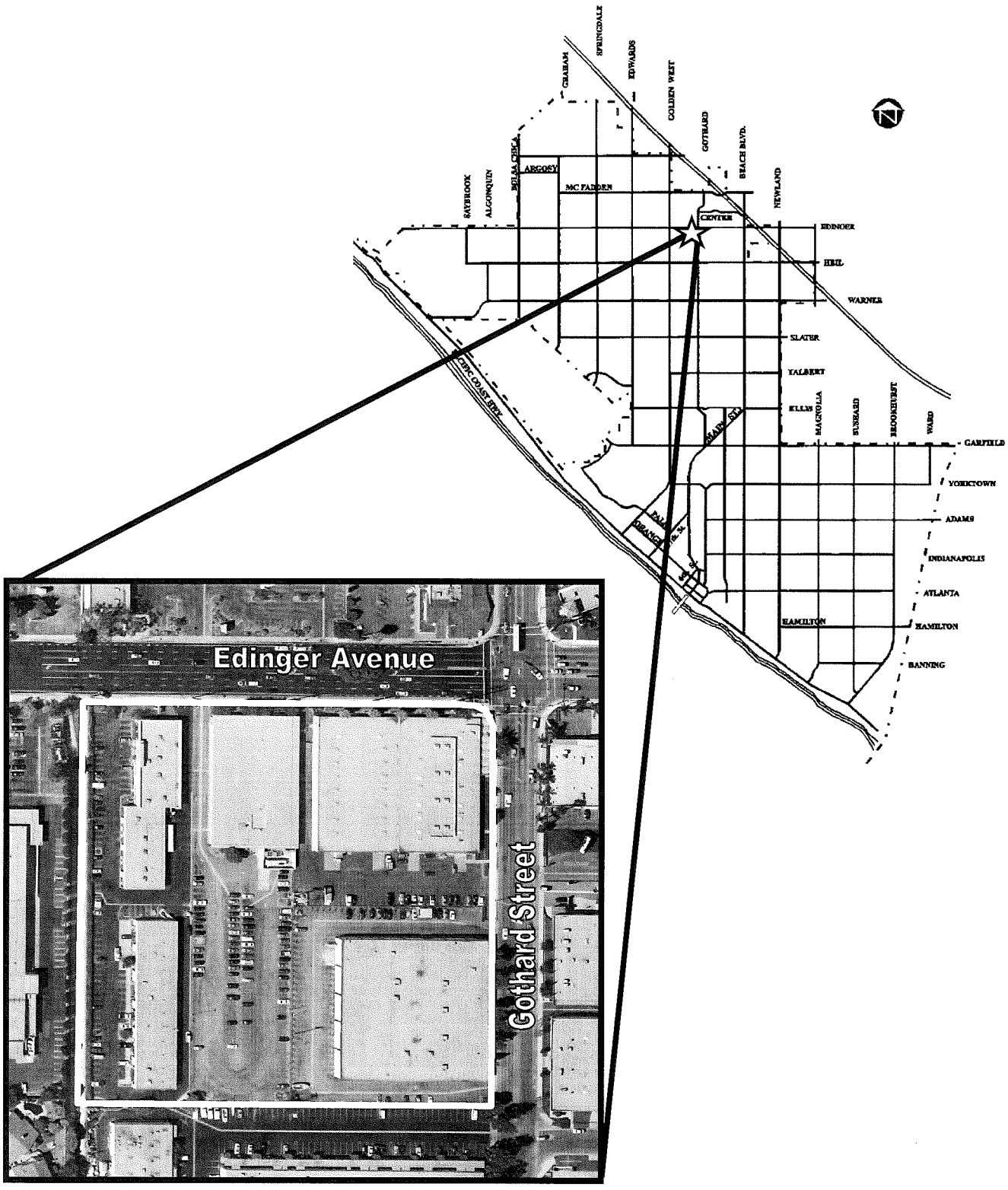


VICINITY MAP

SPR NO. 12-002/TPM NO. 12-113/DA NO. 13-002
PEDIGO APARTMENTS
7262, 7266, 7280 EDINGER AVE. and 16001, 17091 GOTHARD ST.

ATTACHMENT NO. 1

General Application – 15. Project Narrative

(a) The applicant is proposing a new multifamily apartment community located on the southwest corner of Edinger Avenue and Gothard Street. The project is located within the boundaries of The Beach and Edinger Corridor Specific Plan and will utilize the sit plan approval process set forth in this document. The project is an 8.5 acre assemblage of two adjacent parcels owned by the George W. Psaros and Helen S. Psaros Trust, Pedigo Products, Inc. and Pedigo South, Inc. (the "Landowners").

The proposed apartment complex will consist of 510 units with approximately 465,000 net rentable square feet including lofts in 85 of the 4th floor units constructed in four-story, wood-frame apartment buildings surrounding a central six-story parking structure containing 889 spaces (27 of which are surface spaces). The projects amenities will include a resort-style swimming pool and spa, fitness center, click café wifi area, outdoor seating areas, BBQ's and clubroom. The property will also provide secured access and six beautifully landscaped courtyards. The project offers a total of 25,815 square feet of public open space including the area within three of the six courtyards. The two courtyards in the northeast corner of the property will provide a pedestrian connection from Edinger Avenue to Gothard Street for public use.

The northern boundary of the property fronting Edinger Avenue will provide a Classic Boulevard and the southern boundary will provide an east-west connection street as envisioned in the specific plan. The western boundary will provide a fire loop access road per direction from the Huntington Beach Fire Department. Should the city wish to construct a north-south public road on the westerly property line over the flood control easement and fire lane, the property owner will work with the city to accommodate appropriate dedications for this new public street.

Architectural style and color palettes vary around the perimeter of the project at forecourts and paseos. This will articulate the appearance of several different buildings with varying architectural styles and assist in breaking down building mass.

The applicant estimates that this project will create nearly 1,000 construction related jobs. The completed project will employ approximately 10-11 full time on-site office and maintenance staff. The hours of operation will be seven days a week from 9:00am – 6:00pm.

(b) The city approached the Landowners in the summer of 2010 with the recommendation to assemble their parcels of land and sell to a developer who could utilize the Beach and Edinger Specific Plan to entitle and redevelop the existing use. Archstone negotiated contracts with the Landowners and submitted the site plan application to develop a 510 unit class A multifamily apartment project at this

location. Archstone terminated the contracts and Archstone and the Landowner's transferred the application process to the new applicant, Pedigo South, Inc. and Pedigo Products, Inc.

The applicant believes the city of Huntington Beach presents an opportunity to develop and provide housing in one of the first class A multifamily projects constructed in the city in over 24 years. The location at the southwest corner of Gothard Street and Edinger Avenue offers residents a walkable location that is one block from the Bella Terra Mall and the Golden West Transportation Center. It is also three blocks from I-405, the major north-south freeway providing convenient access to major employment centers in Orange County and Los Angeles County.

(c) The surrounding uses are as follows:

The area is characterized by commercial/retail development. Adjoining property use is summarized as follows:

North: Edinger Avenue followed by a Coco's Restaurant and a retail shopping center containing several furniture stores and restaurants, with the Goldenwest Community College located within two blocks north of the site.

East: Gothard Street followed by a retail commercial building (currently Orange County Mattress and LA Boxing) and two large warehouse buildings, with additional commercial/warehouse buildings throughout the area farther east of the site.

South: A multi-tenant commercial center containing four buildings (currently Rusty's Chips, VIP Pet Food Delivery, Manley Towing, Cookilicious, and various individual office tenants).

West: Flood control drainage canal followed by a large retail Toys R Us store and a Goodyear Tire Center, with a large retail shopping center throughout the immediate area farther west of the site.

(d) The target market is young professionals who make up Gen X and Y.

ATTACHMENT NO. 2.2

PEDIGO SOUTH, INC.

EDINGER - HUNTINGTON BEACH

Project Team

OWNER:
Pedigo South, Inc.
4000 SE Columbia Way
Vancouver, Washington 98661

APPLICANT:
Pedigo South, Inc.
4000 SE Columbia Way
Vancouver, Washington 98661
(360) 695-3500 Attn: Rick Pedigo

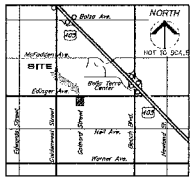
ARCHITECT:
Architects Orange
144 N. Orange Street
Orange, CA 92866
(714) 639-9860 Attn: Tobin Symmank

LANDSCAPE ARCHITECT:
Gillespie Moody Patterson, Inc.
4125 Sorrento Valley Blvd., Suite D
San Diego, CA 92121
(858) 558-8977 Attn: Marc Moody

CIVIL ENGINEER:
KHR Associates
2355 Main Street, Suite 120
Irvine, CA 92614-4287
(949) 756-6440 Attn: James Kawamura

Vicinity Map

N.T.S.



Building/Unit Tabulation

Archstone Edinger - Huntington Beach
4-Story Residential (Type V Construction) — 6/6/2013

LEVEL	STUDIO			1 BR									2 BR										3 BR		
	S1	S2	S2L	A1	A1L	A1LA	A2	A3	A3L	A4	A4L	A5	A6	A7	B1	B1L	B2	B2L	B2A	B2AL	B3	B3L	B3LA	B4	B4L	C1	C1L	TOTAL
1	2	5		26			14	23		2		3	4		2		16				16			1		5		119
2		5		28				26		2				2	16		21				16			5		5		126
3		5		30				26		2				2	19		23				16			5		5		135
4		2	3	9	20	1		10	18		2			2	3	16	9	8			5	7	8	1	2	3	2	132
	2	17	3	93	20	1	14	85	18	6	2	3	4	6	40	16	69	8	0	5	59	8	1	13	3	18	2	510
Totals		22		250											218											20		
	0.4%	3.3%	0.8%	18.2%	3.9%	0.2%	2.7%	16.7%	3.1%	1.2%	0.4%	0.8%	0.8%	1.2%	7.8%	3.1%	13.5%	1.6%	0.0%	1.0%	10.8%	1.6%	0.2%	2.5%	0.6%	3.5%	0.4%	100.0%
	4.3%			49.0%											42.7%											3.5%		

DWELLING UNIT INFORMATION				
Unit	Unit SF	Qty.	%	SF TOT.*
S1	628	2	0.4%	1,252
S2	601	17	3.3%	10,217
S2L	741	3	0.6%	2,223
A1	692	93	18.2%	64,356
A1L	841	20	3.9%	16,820
A1LA	639	1	0.2%	639
A2	736	14	2.7%	10,304
A3	737	85	16.7%	62,645
A3L	877	18	3.1%	14,032
A4	802	6	1.2%	4,812
A4L	960	2	0.4%	1,920
A5	812	3	0.6%	2,436
A6	809	4	0.8%	3,236
A7	735	6	1.2%	4,410
B1	1,005	40	7.8%	40,200
B1L	1,145	16	3.1%	18,320
B2	1,113	69	13.5%	76,797
B2L	1,263	8	1.6%	10,104
B2AL	1,293	5	1.0%	6,315
B3	1,029	55	10.8%	56,595
B3L	1,151	8	1.6%	9,288
B3LA	1,041	1	0.2%	1,041
B4	1,140	13	2.5%	14,820
B4L	1,298	3	0.6%	3,894
C1	1,363	18	3.5%	24,534
C1L	1,542	2	0.4%	3,084
Avg.	911	510	100%	464,464

* RESIDENTIAL UNIT NET AREA

DENSITY: 8.65 Ac : 59.68 du/ac

869 AVERAGE STUDIO UNIT SIZE

802 AVERAGE 1 BEDROOM UNIT SIZE

1,137 AVERAGE 2 BEDROOM UNIT SIZE

1,453 AVERAGE 3 BEDROOM UNIT SIZE

LEASING OFFICE 5183 SF
CLUB / RECREATION 7362 SF

Sheet Index

Parking Tabulation

6/6/2013

Parking Summary:		Required		Provided	
Unit Type	Number Units	Stalls/Unit	Stalls Req'd	Stalls/Unit	Stalls Req'd.
		MINIMUM			
Studio	22	1.00	22	1.00	22
1 BR	250	1.00	250	1.25	313
2 BR	218	1.50	327	1.75	382
3 BR	20	1.50	30	1.75	35
GUEST		0.20	102	0.232	119
Leasing (SF)	5,097	0.0035	18	0.0035	18
Total	510	1.47	749	1.74	889
Total Required			749		889
Total Provided					889

Accessible Stalls:			Req'd Accessible
Residential: Per Unit	510	2%	10.2 ≈10 Req'd
Guest: Per Stalls Provided	119	5%	5.95 ≈7 Req'd
Accessible Van Parking	1 per 8 H/C stalls		≈14 H/C = 3 H/C van stalls

Parking Provided:							
Parking Provided	Units Per Level	Total Garage Parking	Residential Parking	Accessible (Residential)	Accessible (Guest)	Guest Stalls	
Surface Parking - Angled						17	27
Surface Parking - Parallel						10	
Parking Structure -B Level		45				45	
Parking Structure - 1st Level	118	130	125	3	2		
2nd Level	125	148	143	3	2		
3rd Level	133	148	143	3	2		
4th Level	133	148	146	1	1		
5th Level		148	146				
Top Level		95	30			65	
	510	862	735	10	7	137	
Total Provided			745		144		
			889				

Subject	Zoning Code Section	Required	Proposed
Bicycle Parking	231.20	Residential: 1 per 4 units 510 units / 4 = 128	130

13-099 June 10, 2013

TITLE SHEET	A1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

AGENCY SUBMITTAL 06.10.13

EDINGER AND GOTHARD APARTMENTS — *HUNTINGTON BEACH, CA*

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.1

2.3.1 Building Height	Maximum 3 story, Maximum 5 stories.	Complies - See Sheet A4.1 - 4.5
2.3.2 Special Building Height Limits	Edinger/Beach/Main: 4 story max	Complies - Sheet A4.2
	Across Street from Housing: plus 2 story max	N/A
	Adjacent to Housing: Required	Complies - Sheet A5.3
2.3.3 Length	Maximum 300'.	300 ft
2.3.4 Special Building Length	N/A	
2.3.5 Building Massing	Edinger (Length: Height.) 3L:2H to 5L:2H / All other streets (Length: Height) - 2L:3H to 5L:2H	Complies: See Sheets A7.1 - 7.4
	a) Major Façade Offset: Minimum of 5% of the width of the largest adjacent horizontal façade segment.	
	b) Notch: 5' minimum width of façade notch / 3' minimum depth of notch	
	c) Façade Composition Changes:	
	i) The impression of separate volumes.	Complies: See Sheets A7.1 - 7.4
	ii) Changed roof form and/or height variation in addition to one of the following:	
	1) Incorporate a prominent central feature or sub-volume such as a balcony, bay window, porch or portal.	
	2) Changed wall cladding materials/colors.	
2.4.1 Building Orientation to Streets & Public Open Space	Required.	Complies - Sheet A2.1
2.4.2 Private Frontage Types	** Private frontage is from back of sidewalk to building face	
a) Shop- Front		Complies - Sheet A7.2
b) Corner Entry	Permitted.	
	i) Building entrance with associated or detached treatment to visually emphasize corner.	Complies - See Sheet A7.1 - 7.2
	ii) Façade & Entrance Treatments	
	1) Setback areas shall be created as paved/sidewalk extensions.	
	2) A corner entry mass may encroach into the required setback areas but may not encroach into the public right-of-way.	
c) Arcade	Permitted.	N/A
	i) Not appropriate for buildings with ground-level residential units.	
d) Grand Portico	Permitted.	N/A
	ii) A Grand Portico is not conventional for residential buildings.	
e) Forecourt	Permitted.	
	ii) Appropriate for any use. Forecourt must be combined with stoops, flush single entries, or storefron. frontage.	
	iii) Façade & Entrance Treatments.	Complies - See Sheet A7.1 - 7.4
	1) The courtyard must be enclosed on 3 sides by building masses, not built on corners, or adjacent to building already set back from the sidewalk.	
	2) Maximum of 30' wide / 40' minimum.	
f) Common Lobby Entry	Permitted.	
	iii) 2)Limited application.	
	iii) Appropriate for office, multi-family residential, and lodging uses where lobby entry is above ground-level retail and parking podium.	Complies - See Sheet A7.1 - 7.3
	1) Such uses are positioned above ground-level retail/parking podium.	
	2) Where direct access to/from such uses from street/public spaces is not a priority.	
	iv) 2) Multi-family residential buildings shall have a common lobby entry a minimum of every 100' that is visually prominent. 3) Entrances may be inset up to 5' from primary building wall and typically raised above sidewalk.	
g) Stoop	Permitted.	Complies - See Sheet A7.1 - 7.4
	1) Stoops may feature portico at top of stair, which may encroach into the front setback. 2) Stoops may serve multiply entrances. 3) Multiple stoops may be combined to increase the scale of the entrance.	
h) Porch	Not Permitted.	N/A
i) Front Door	Not Permitted.	N/A
j) Edge Treatment-Fenced	Permitted.	Complies
	ii) Setback Area Treatment	
	1) Low wall may accent fence.	
	2) Fence may be located along the public sidewalk or setback.	
k) Edge Treatment-Terraced	Permitted	N/A
	ii) Setback Area Treatment	
	1) Retaining wall may be located along the public sidewalk or setback.	
l) Edge Treatment-Flush	Permitted.	Complies
	1) Setback area treatment is determined by the development's primary frontage type.	
2.4.3 Front Yard Setback		
a) General	Edinger: 0' minimum, 15' maximum	
** All setbacks are from back of sidewalk	All other streets (Bothards): 5' minimum, 15' maximum.	Complies See Sheet A2.1
	ii) Portions of building that are not part of the primary building mass, such as entrance porticos, bays and stoops, are not required to meet minimum height requirements.	
2.4.4 Side Yard Setback	10' minimum with living space windows. 5' minimum without living space windows. Side yard setback must be landscaped per 2.6.8-Open Space Landscaping.	Complies - Sheet A2.1 West edge
2.4.5 Rear Yard Setback	Minimum 10'.	N/A

2.4.7 Frontage Coverage	50% Coverage.	Complies - Sheet A2.3
b) Exceptions		
	i) May count toward frontage coverage. Width shall not exceed the width of the curb cut plus the width of an adjacent ADA compliant pedestrian sidewalk.	
	ii) May count toward frontage coverage. Shall not exceed 15' in width.	
2.4.8 Space Between Buildings	Minimum 20'.	N/A
2.4.9 Build to Corner	Required.	Complies - Sheet A2.3
2.5.1 Improvements to Existing Streets	Required.	
3) Classic Boulevard		
	v) Pedestrian Zone	
	1) 12' wide sidewalk minimum.	Complies - Sheet A2.1
	2) Pedestrian scale street lighting at 60' o.c. and centered between trees in the access lane.	
	3) Picket fence style benches w/ Tarrish wood or FSC certified Ipe wood slats and steel frame, steel trash receptacles.	
4) Palm Tree Boulevard Specifications		N/A
5) Parkway Specifications		N/A
6) Standard Avenue		N/A
7) Neighborhood Streets		
	i) Pedestrian Zone	
	1) 6' wide minimum sidewalk with a 6' wide minimum continuous planter strip or 12' wide sidewalk without planter strip.	Complies - Sheet A2.1
	2) Streets 5 lanes or more.	N/A
	3) Pedestrian scale decorative street lighting at 90' o.c. maximum.	To Comply at Bldg Permit
	4) Light standards refer to Planning & Building Director.	
	5) Each block shall have single species of moderately large shade tree w/ maximum spacing of 30' o.c. Palms can be used as accents. For tree species refer to Planning & Building Director.	Complies - Sheet L-1
	6) Where no on-street parking trees must be located in continuous planter strips located along the back-of-curb.	Complies - Sheet A2.1
	7) Parallel parking: trees may be in planting walls or continuous planting strips along back-of-curb.	
	8) Angled parking: Trees shall be located in planting wells at back-of-curb.	
	9) Planting strips: Native/water efficient, low ground covers/shrubs which require minimal irrigation/maintenance.	To Comply at Bldg Permit
	i) Landing Zone	
	1) Planting strip shall include a 1' wide paved auto passenger landing located at the back-of-curb.	
2.5.2 Proposed Streets		N/A
2.5.3 Maximum Block Size / Maximum Edinger Block Face		N/A
		N/A
2.5.4 Street Connectivity		N/A
2.5.5 East-West Street Connection	Alley	Complies
2.5.6 Residential Transition Boundary		N/A
2.5.7 Street Types - New Street Design	Alley	Complies
2.6.1 Provision of Public Open Space	Residential: 50 sf per unit = 510 units x 50 sf = 25,500 sf	Complies - Sheet A2.2
2.6.2 Special Public Open Space		N/A
2.6.3 Provision of Private Open Space	60 sf per unit = 510 units x 60 sf = 30,600 sf. iv) Maximum setback areas shall not be counted towards Provision of Private Open Space requirements. v) Private Open Space shall not be exposed to utility, service, or loading areas.	Complies - Sheet A2.2
2.6.4 Public Open Space Types	All types permitted. (Park, Linear Green, Square, Plaza, Mid-block Green, Courtyard Plaza, Passage/paseo, Pocket Park/Playground)	
2.6.5 Private Open Space Types	All types permitted except porch. (Courtyard, Private yard, Rooftop Deck/Garden, Balcony).	

2.7.1 Provision on Parking	Studio: 1 space minimum = 22 units x 1 = 22 spaces	22 spaces
	1 Bedroom: 1 space minimum = 250units x 1 = 250 spaces	313 spaces
	2 Bedroom: 1.5 spaces minimum = 218 units x 1.5 = 327 spaces	382spaces
	3 Bedroom: 1.5 spaces minimum = 20 units x 1.5 = 30 spaces	35 spaces
	Leasing: 3.5 /1000 sf min = 18 spaces	18 spaces
	Guest per 10 units: 2 minimum = 510 units x 0.20 min. = 102 spaces	119 spaces
	Total Parking Spaces Provided: 749 spaces minimum.	889spaces
2.7.2 Parking Types	Surface lot side/rear permitted, wrapped, and underground structure permitted. No wrapped ground level.	Complies - Wrapped structure
	Maximum width of driveways/curb cuts is 12' for one lane and 24' for two lane driveways.	
	Total width of parking access openings on the ground level of structured parking may not exceed 30'.	Complies - Sheet A2.1
	Driveways shall be setback a minimum of 5' from adjoining properties, and a minimum of 3' from adjacent buildings.	

2.8.1 Façade Height Articulation Regulations	Top/base required. Base Elements: considered first level, unless building over 4 stories, then first and second level. Pedestrian-scale. Top Elements: Top floor of façade.	Complies - Sheet A4.1
	Side and Rear Elements: (When requirements are the same as Street Façade) 1. Where building walls are 10' or greater from each other./ 2. Where side/rear yard is greater than 5' and the adjacent property has no building volume providing horizontal obstruction./ 3. Where side/rear wall faces a public open space.	Complies - Sheet A4.1
	Façade Height Articulation: (Awnings do not count toward articulation). Allowed façade height articulation are cornices, canopies, shaped parapets and façade offsets.	Complies - Sheets A7.1 - A7.4
2.8.2. 1) Façade Requirements	a) Building Base: See 2.8.1	
b) Façade Composition		
	i) Glazing: Wall composition for Street façades shall contain a minimum of 20% / maximum of 60% glazing (percentage does not include parapet height). Overall wall composition for side/rear walls does not have a minimum glazing requirement.	Complies
	ii) Balcony/porch walls shall not be made of a solid material and shall have a minimum of twenty (20) transparency distributed evenly.	Complies
c) Windows:		
	i) Curtain-walls:	Complies - Sheet A4.2
	ii) Multi-pane windows - "true divided light" or sectional windows shall be used. "Snap-in" muntins shall not be used.	Complies - Sheet A4.1
	iii) Depth of glazing: Window frames shall not be flush with walls. Glass shall be inset a minimum of 3" from exterior wall. Window frame and sills shall not count toward this recess dimension.	Complies - Sheet A4.1
d) Main Entrances:		
	i) Main pedestrian entrance shall be easily visible/recognizable, and shall match building style	Complies - Sheet A3.1 -
	ii) Mixed-use buildings, entrances to residential, office shall be clearly distinguishable.	N/A
e) Secondary Entrances:		
	i) Shall not be more architecturally prominent or larger than the main entrance.	Complies - Sheet A4.1
f) Loading & Service Entrances:		
	i) Shall not face front streets when side, rear, alley, or parking lot entrance location is possible.	Complies
	ii) All service entrances/loading docks/storage areas shall be located to the side/rear of the building and shall be separated and architecturally screened from pedestrian entrances.	Complies
	iii) Service or truck doors visible from the public street shall coordinate architecturally w/ rest of façade.	Complies
g) Entrance Doors:	There are requirements. See Guidelines.	
h) Garage Doors:		
	i) Shall be recessed a minimum of 12" from façade wall.	N/A
	ii) Detached Single Family:	
i) Wall Cladding:	There are requirements. See Guidelines.	
2.8.2. 2) Roof Requirements		
a) Roof Types:		
	i) Roofs on additions/accessory buildings shall match roof of primary building in terms of materials, slope, detailing and style.	Complies
	ii) Flat/shallow pitched roofs are permitted.	Complies
	iii) Mansard roofs are permitted if: 1) Slope is minimum 3:2. 2) Height is one typical building story or 30% of building façade height (whichever is smaller). 3) Shall fully enclose the building perimeter (Can terminate into tower). 4) Must include a cornice at eave line where overhang is less than 2' deep. 5) Shall have functional/decorative window or vents.	Complies - Sheet A4.1
b) Roof Materials:	There are no requirements. See Guidelines.	
c) Roof Equipment & Screening:		
	i) Screened from public view within 300 feet of property, except from points of view in excess of 10' above finished floor grade: 1) Roof mounted equipment shall be screened. 2) Reduces glare (cool roofs).	
	ii) Shall consist of architectural enclosures, such as parapet wall/other screening treatment. Picket fencing, chain-link fencing and exposed sheet metal boxes are not permitted.	Complies - Sheet A3.6
	iii) Section drawing shall be submitted to the Planning Department to demonstrate appropriate screening	

2.8.2. 3) Sustainability Requirements		
a) Solar Access, Daylighting, Passive Solar Heating & Cooling		
	i) Where possible, massing/ orientation of new buildings should maximize south-facing vertical façades	Lots located on north/east side of courtyards to maximize southern exposure. A3.3
	ii) Shading devices should be incorporated primarily into south-facing façades, maximizing solar gain during the winter and minimizing solar gain during the summer.	Framed shade devices & solar shading louvres minimize solar gain. A4.4
	iii & iv) Window orientation/opening size shall work with shading structures, and maximize daylight to interior areas. Skylights and "light shelves" are encouraged.	
	v) Natural building ventilation.	
	vi) Exterior building wall design may incorporate hollow cavities.	See A3.1
	vii) Solar panels where possible.	N/A
	viii) Wherever possible, comply with CEC's voluntary Tire II energy Efficiency standards in effect at the time the building construction begins.	N/A
b) Materials		
	i) Locally produced/recycled building materials should be used wherever possible.	Will note in CD set where applicable
	ii) At least 20% of construction/building materials should be non-toxic, recycled content materials and should be utilized wherever possible.	
c) Other		
	i) Provide trash/recycling enclosures that are capable of handling the refuse generated by that site. At least half of the trash and recycling area should be dedicated to recycling containers. Composting facilities should be provided if possible.	Adequate trash/ recycling provided. See First Floor Garage Plan A3.1 .
	ii) Recycle and/or salvage at least 75% of non-hazardous construction and demolition debris by weight (residential) or by weight in volume (commercial).	Will note in CD set where applicable

ZONING CONFORMANCE MATRIX

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

13-099 June 10, 2013

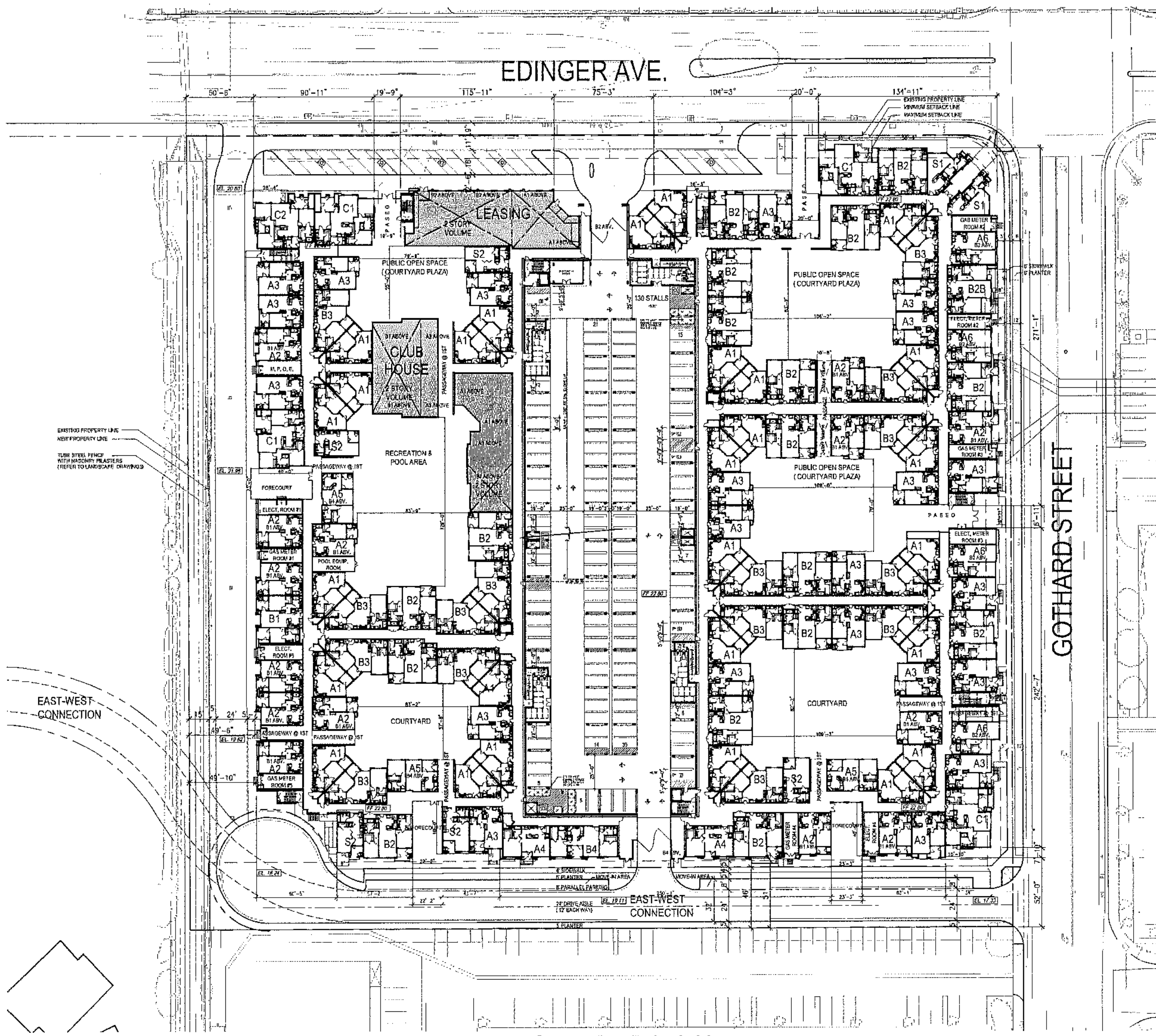
TITLE SHEET A1.1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

ATTACHMENT NO. 3.2



APPLICANT:
Pedigo South, Inc.
4000 SE Columbia Way
Vancouver, Washington 98661
(360) 695-3500 Attn: Rick Pedigo

LEGAL DESCRIPTION:

THE LAND IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF ORANGE AND IS DESCRIBED AS FOLLOWS:

LOTS 6 AND 7 OF TRACT NO. 4064, AS PER MAP FILED IN BOOK 142, PAGES 36 AND 37 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

PARCEL 1, AS SHOWN ON A MAP FILED IN BOOK 2, PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

PARCELS 1 AND 2, AS SHOWN ON A MAP FILED IN BOOK 5, PAGE 36 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

NORTH

0' 40' 80' 120'
SCALE: 1" = 40'

13-099 June 10, 2013

SITE PLAN A2.1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

AGENCY SUBMITTAL 06.10.13

SITE PLAN

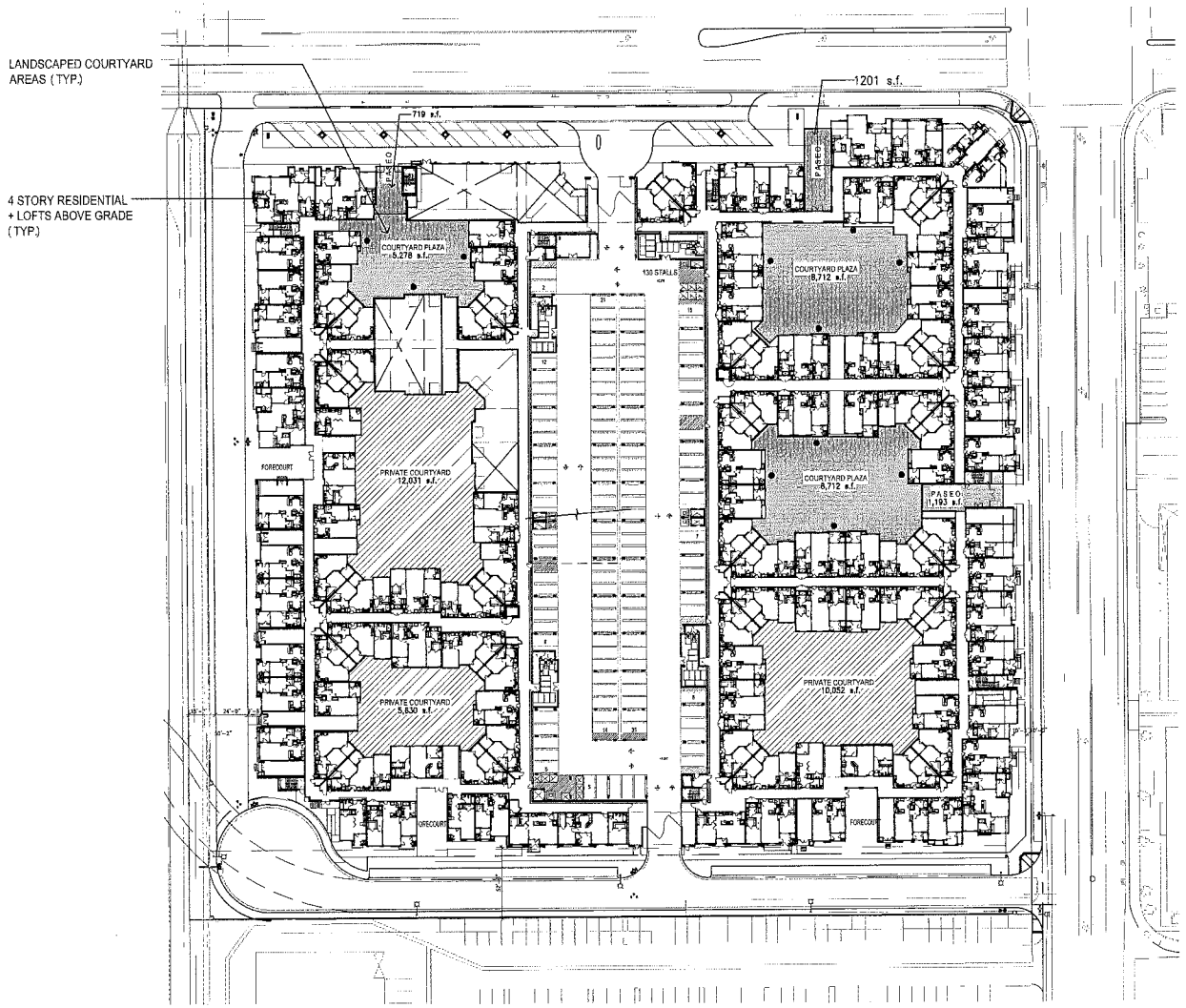
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

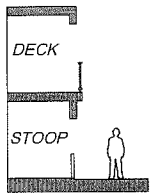
ATTACHMENT NO. 3.3



Open Space Calculations

Specific Plan Section		Required	Provided
Public Open Space Residential	2.6.1	Residential: 60 sf per unit = 510units x 60 sf = 26,600 sf	Courtyard Plaza: 22,702 sf Paseo: 3,113 sf Total Provided: 25,815 sf
Private Open Space: Residential - Attached & Multi-Family	2.6.3	60 sf per unit = 510 units x 60 sf = 30,600sf	*391 Unit Balconies: 27,663 sf Private Courtyards: 27,713 sf Total Provided: 55,396sf

*119 unit Patios removed from calculations per BECSP Development Standards, Town Center Boulevard Segment



● DENOTES LOCATIONS OF STOOP ENTRIES WITHIN PUBLIC COURTYARDS LINKED DIRECTLY TO THE PUBLIC CIRCULATION

NORTH

0' 40' 80' 120'

SCALE: 1" = 40'

13-099 June 10, 2013

OPEN SPACE EXHIBIT

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

OPEN SPACE A2.2

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

ATTACHMENT NO. 3.4

EDINGER AVENUE

590'-0"

11'-5"

0' TO 15'-0" FRONT YARD SETBACK AT EDINGER AVENUE

476.66 FT. OF BLDG. WITHIN FRONT YARD SETBACK / 590 FT = 80% (MIN. REQ'D = 50%)

MIN. SETBACK

MAX. SETBACK

MIN. SETBACK

BUILD TO CORNER BECSP 2.4.9

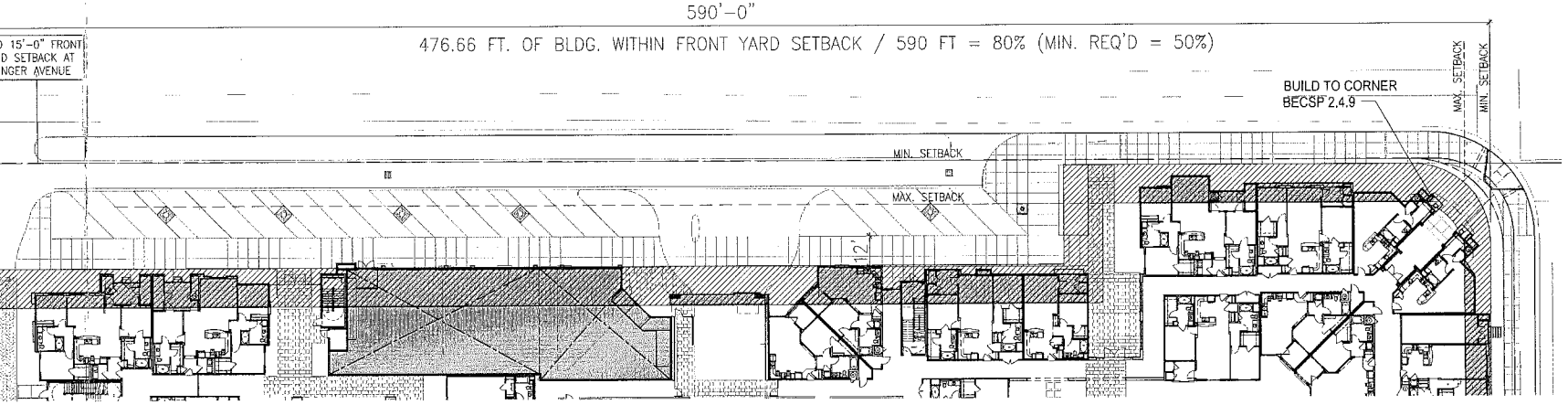
MIN. SETBACK

MAX. SETBACK

MIN. SETBACK

MAX. SETBACK

12'



NORTH

FRONTAGE COVERAGE DIAGRAM ALONG EDINGER AVENUE

GOTHARD STREET

547'-0"

5' TO 15'-0" FRONT YARD SETBACK AT GOTHARD STREET

484.08 FT. OF BLDG. WITHIN FRONT YARD SETBACK / 548.00 FT = 88% (MIN. REQ'D = 50%)

MIN. SETBACK

NEW PROPERTY LINE

EXISTING PROPERTY LINE

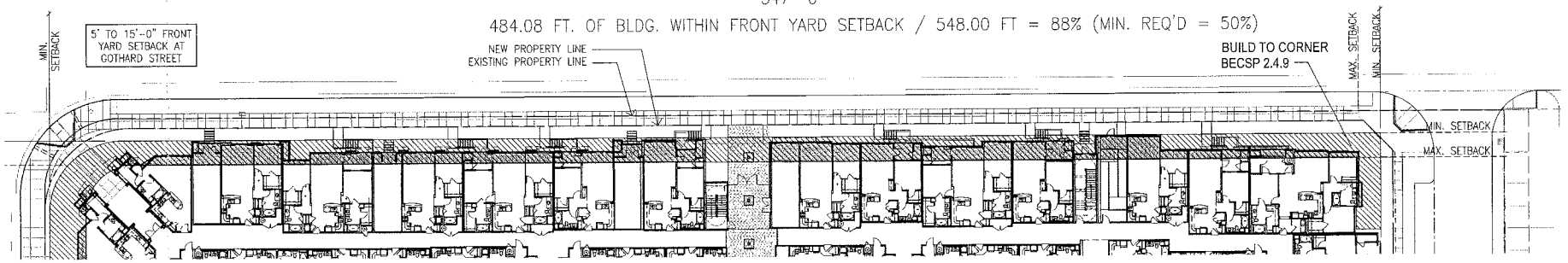
BUILD TO CORNER BECSP 2.4.9

MAX. SETBACK

MIN. SETBACK

MIN. SETBACK

MAX. SETBACK



NORTH

FRONTAGE COVERAGE DIAGRAM ALONG GOTHARD STREET

0' 20' 40' 60'

SCALE: 1" = 20'

13-099 June 10, 2013

FRONTAGE COVERAGE A2.3

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

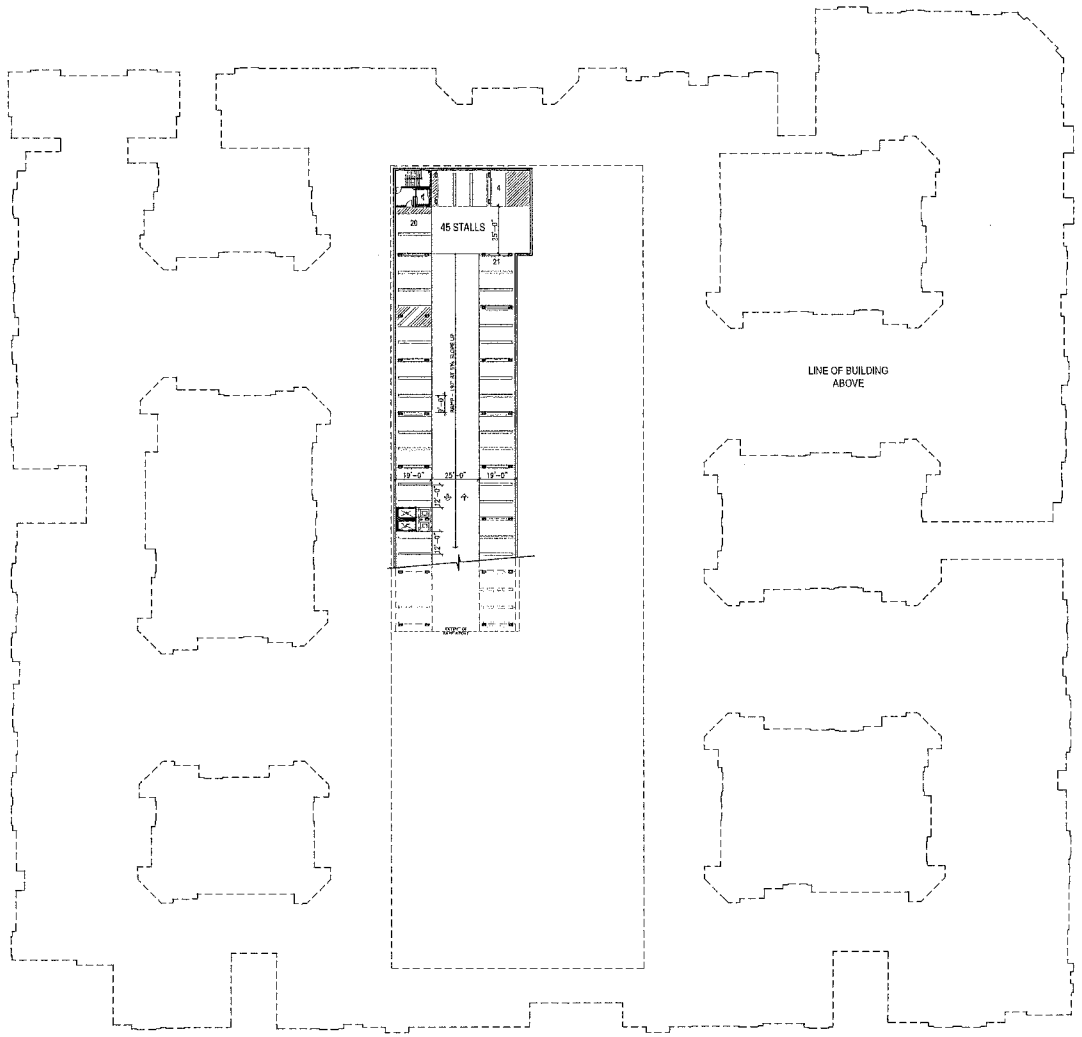
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.5



SUBTERRANEAN PARKING LEVEL

0' 30' 60' 90'

SCALE: 1" = 30'

13-099 June 10, 2013

BLDG. PLAN A3.0

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

06.10.13 AGENCY SUBMITTAL

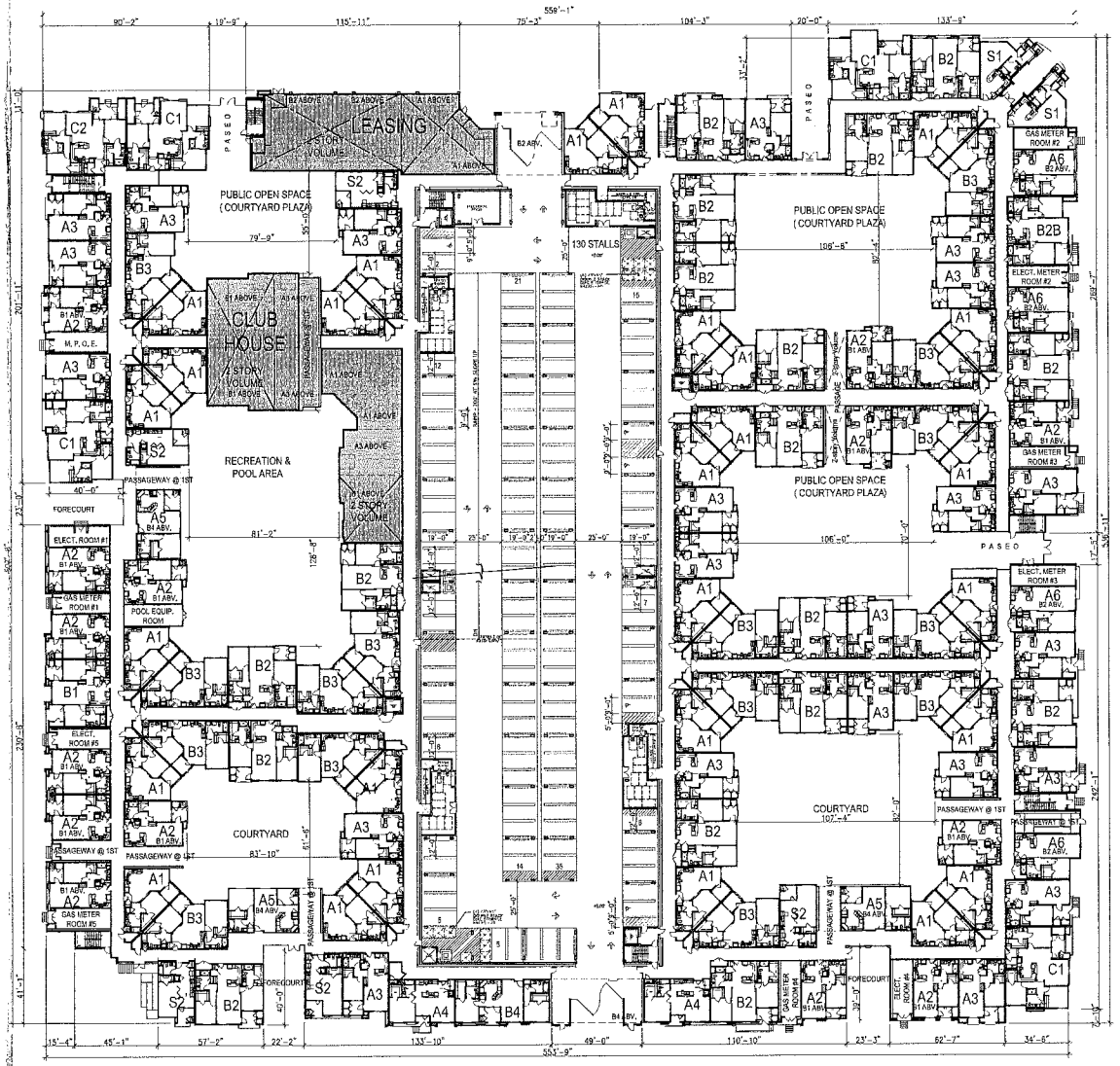
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

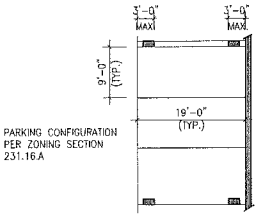
PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.9



FIRST FLOOR PLAN



PARKING CONFIGURATION PER ZONING SECTION 231.16.A

TYPICAL PARKING GARAGE STALL LAYOUT

SCALE: 1" = 10'-0"

0' 30' 60' 90'

SCALE: 1" = 30'

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

13-099 June 10, 2013

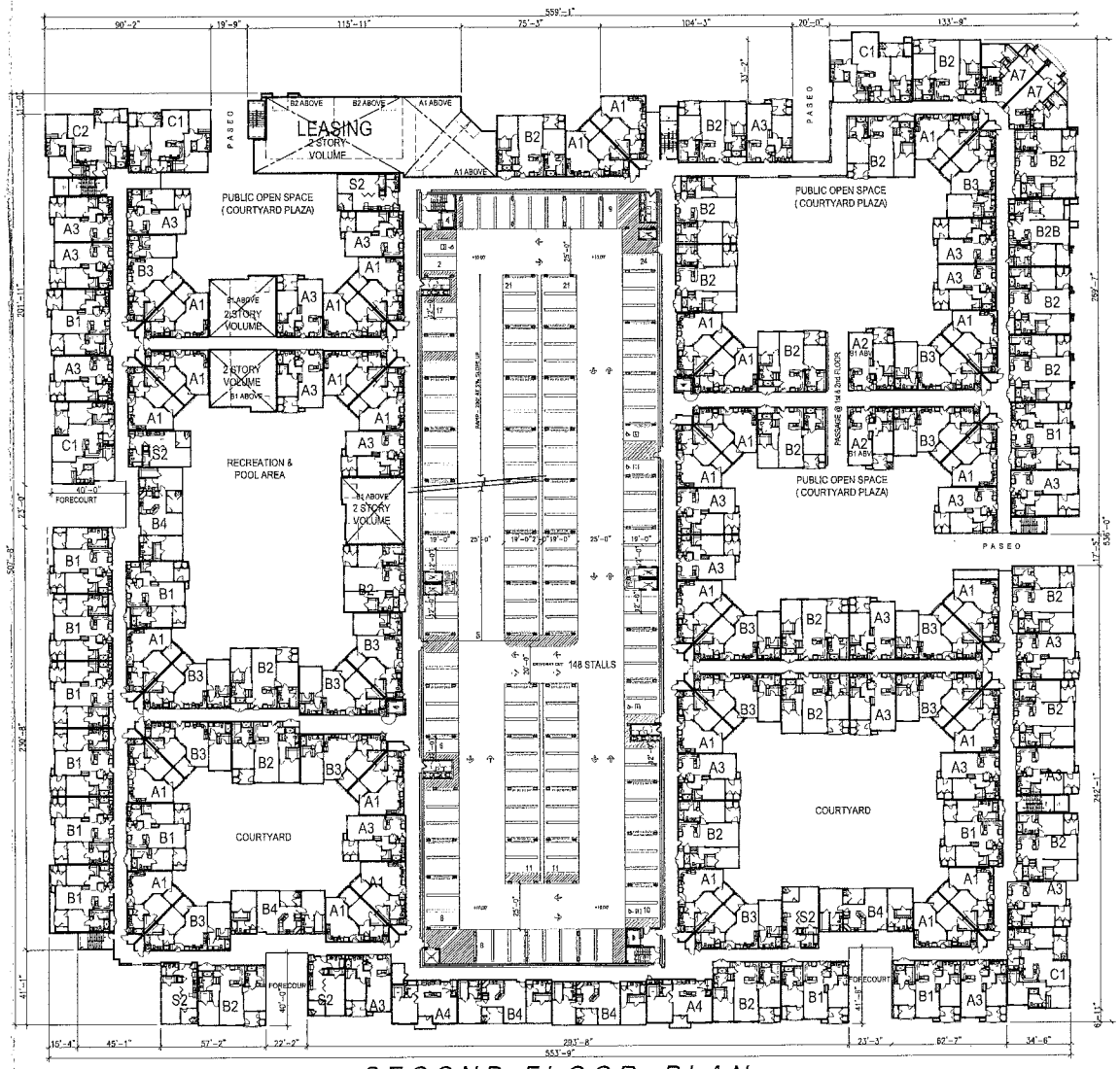
BLDG. PLAN A3.1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

ATTACHMENT NO. 3.7



SECOND FLOOR PLAN

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.

4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

0' 30' 60' 90'

SCALE: 1" = 30'

13-099 June 10, 2013

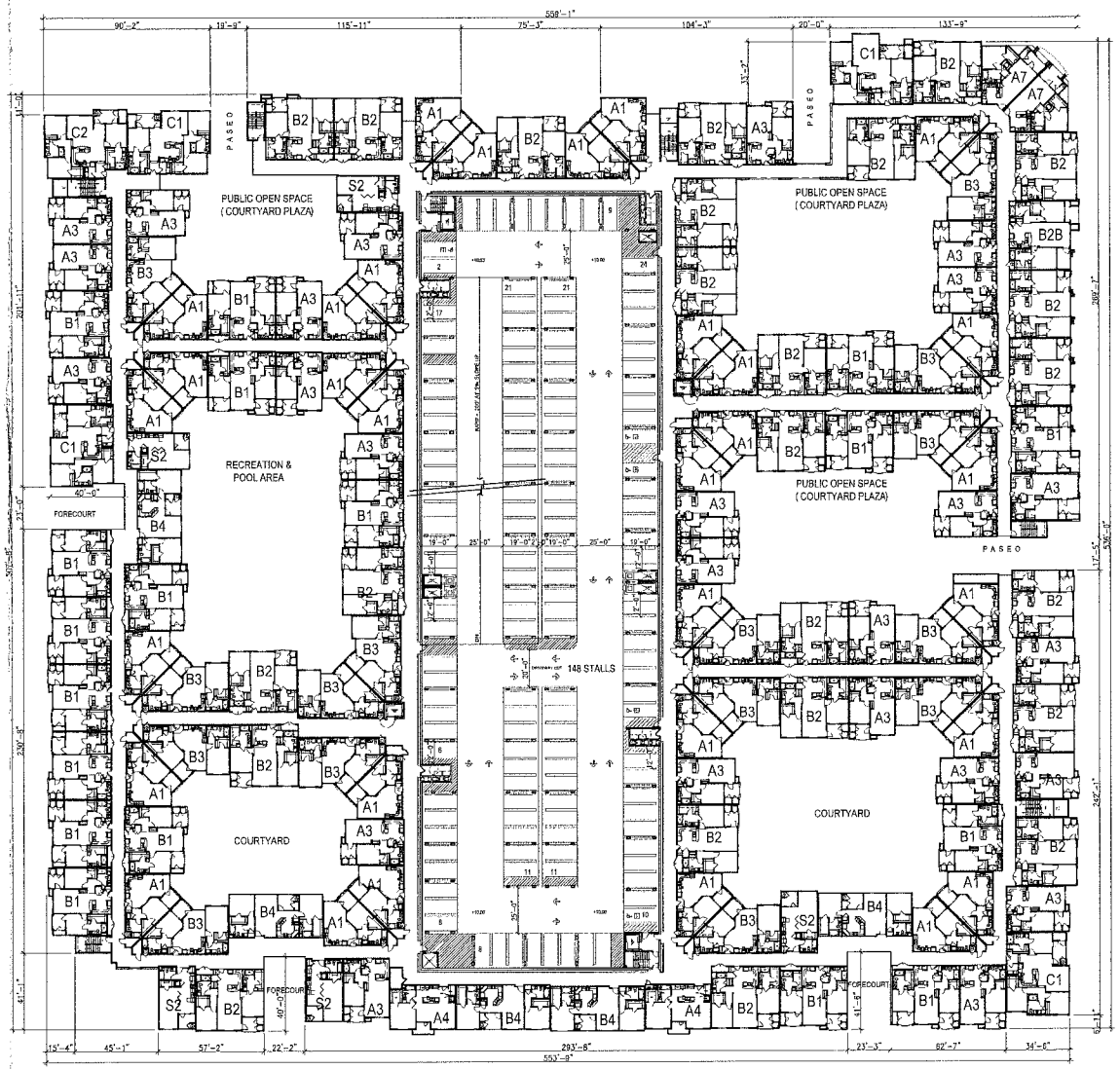
BLDG. PLAN A3.2

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	06.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

ATTACHMENT NO. 3.8



THIRD FLOOR PLAN

0' 30' 60' 90'

SCALE: 1" = 30'

13-099 June 10, 2013

BLDG. PLAN A3.3

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

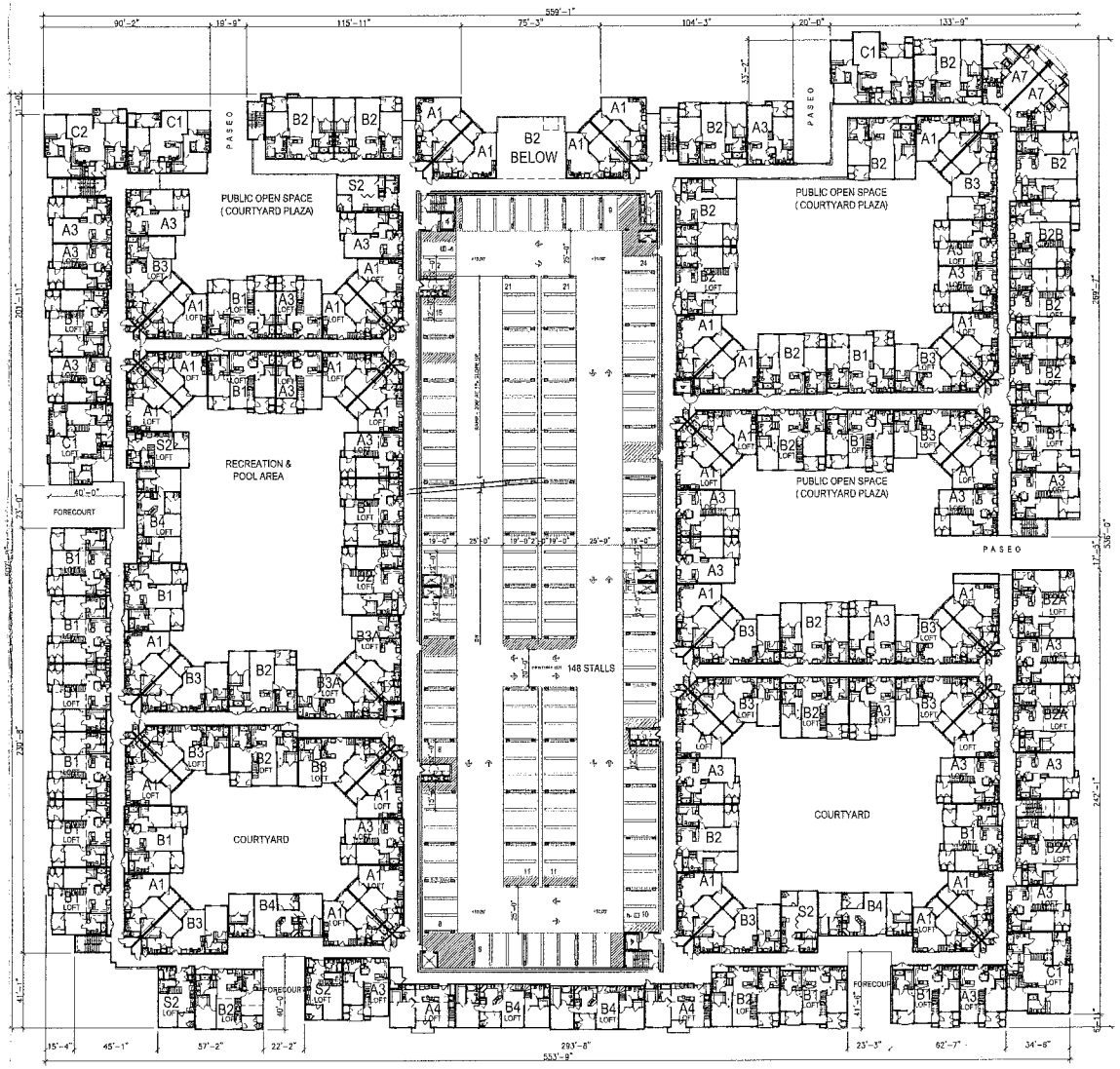
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.9



FOURTH FLOOR PLAN

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.

4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

13-099 June 10, 2013

0' 30' 60' 90'

SCALE: 1" = 30'

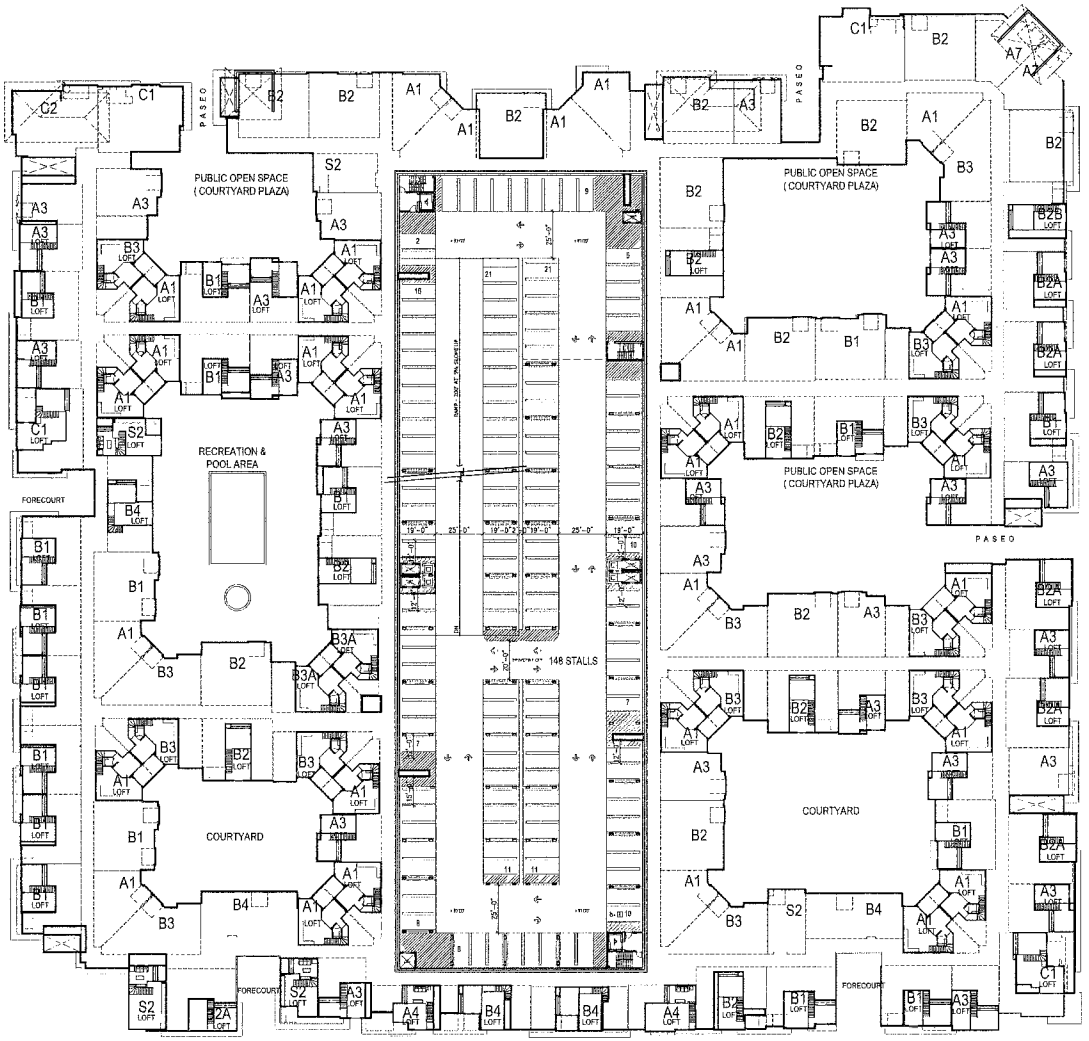
BLDG. PLAN A3.4

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	05.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

ATTACHMENT NO. 3.10



LOFT PLAN

0' 30' 60' 90'

SCALE: 1" = 30'

13-099 June 10, 2013

BLDG. PLAN A3.5

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

06.10.13 AGENCY SUBMITTAL

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

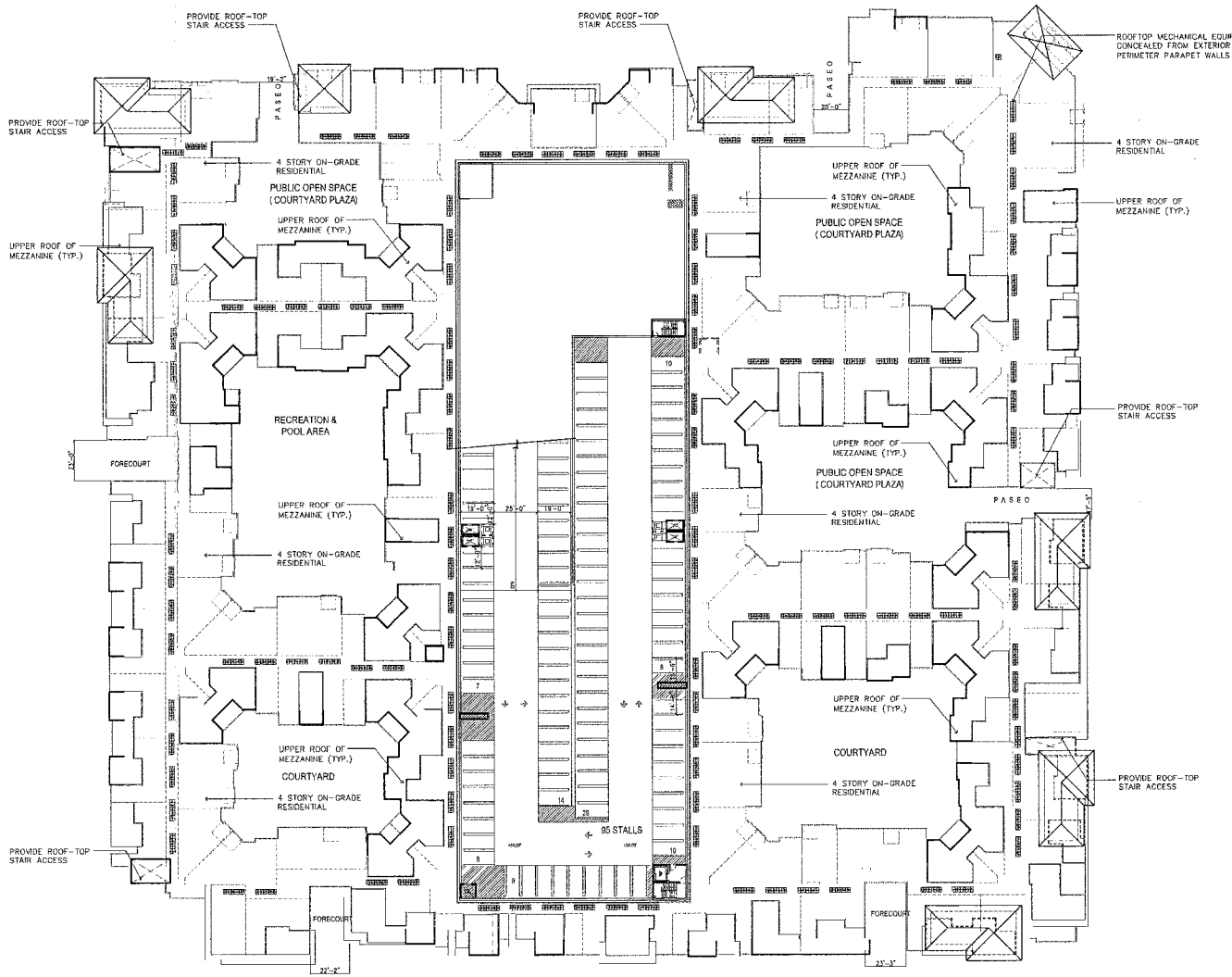
PEDIGO SOUTH, INC.

4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

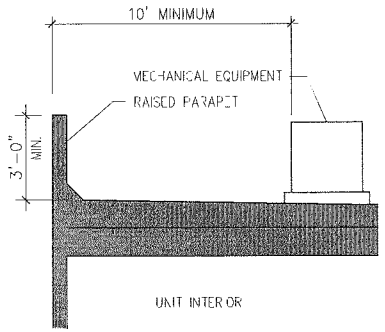
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 2.11



ROOF PLAN



TYPICAL ROOF SECTION - EQUIPMENT SCREEN

N.T.S.

0' 30' 60' 90'

SCALE: 1" = 30'

13-099 June 10, 2013

BLDG. PLAN A3.6

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

AGENCY SUBMITTAL 06.10.13

CASE FILE NUMBERS: X X

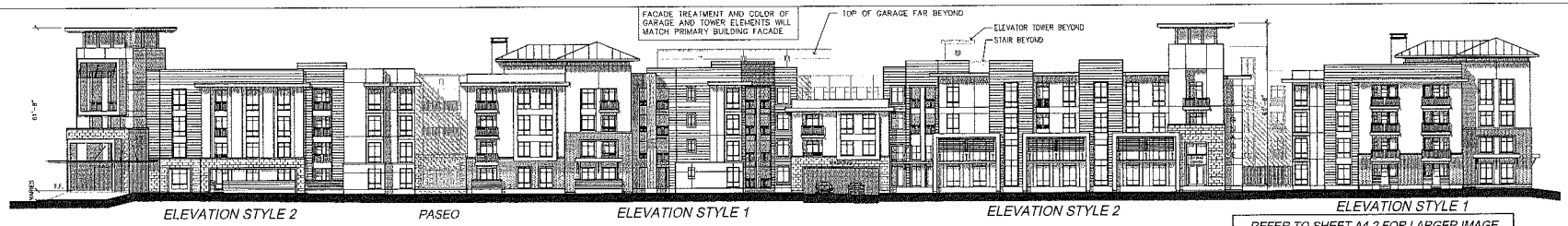
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

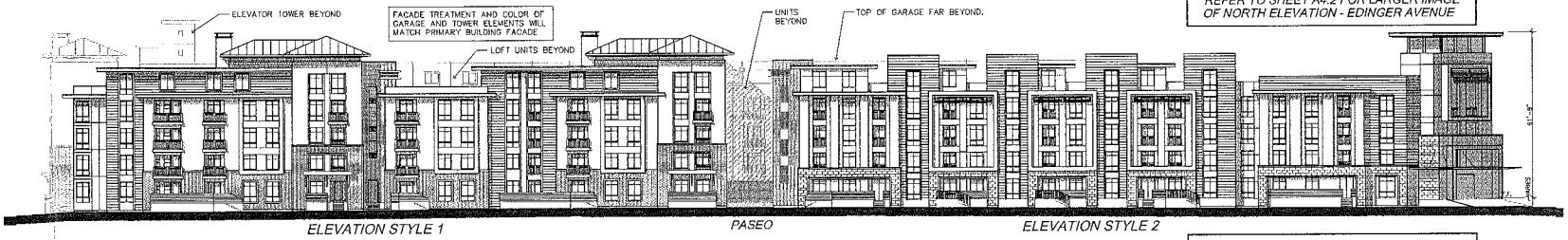
PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

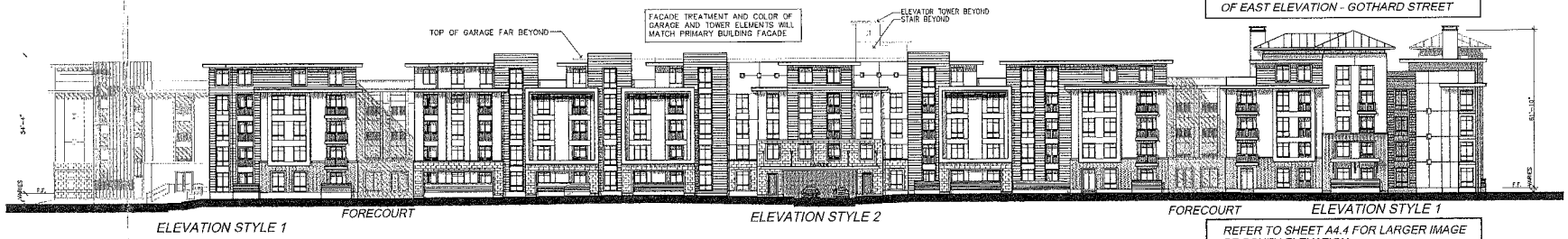
ATTACHMENT NO. 3.12



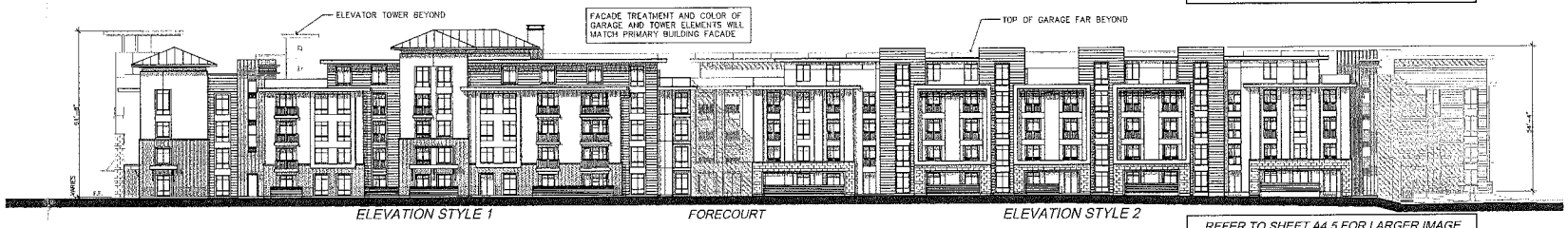
REFER TO SHEET A4.2 FOR LARGER IMAGE OF NORTH ELEVATION - EDINGER AVENUE



REFER TO SHEET A4.3 FOR LARGER IMAGE OF EAST ELEVATION - GOTHARD STREET



REFER TO SHEET A4.4 FOR LARGER IMAGE OF SOUTH ELEVATION



REFER TO SHEET A4.5 FOR LARGER IMAGE OF WEST ELEVATION

REFER TO SHEETS A7.1-A7.3 FOR THE FOLLOWING INFORMATION
PRIVATE FRONTAGE TYPES
PRIMARY BUILDING VOLUMES
BUILDING MASSING ELEMENTS

CONCEPTUAL ELEVATIONS

SCALE: 1" = 20'-0"

13-099 June 10, 2013

BLDG. ELEVS.	A4.1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

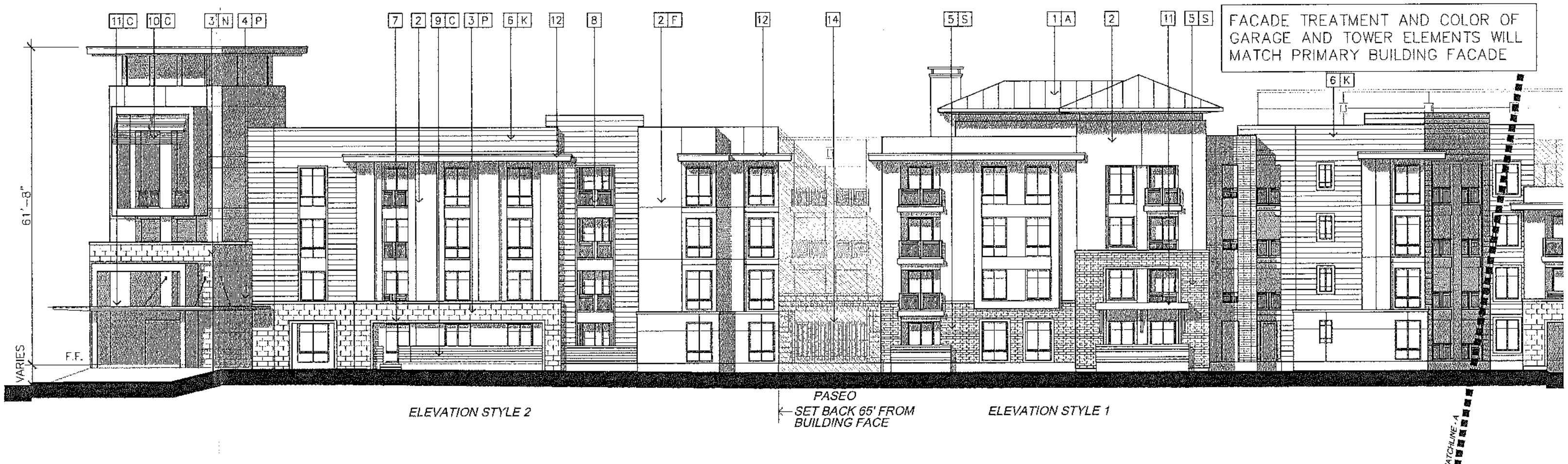
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.13



MATERIALS & FINISH LEGEND

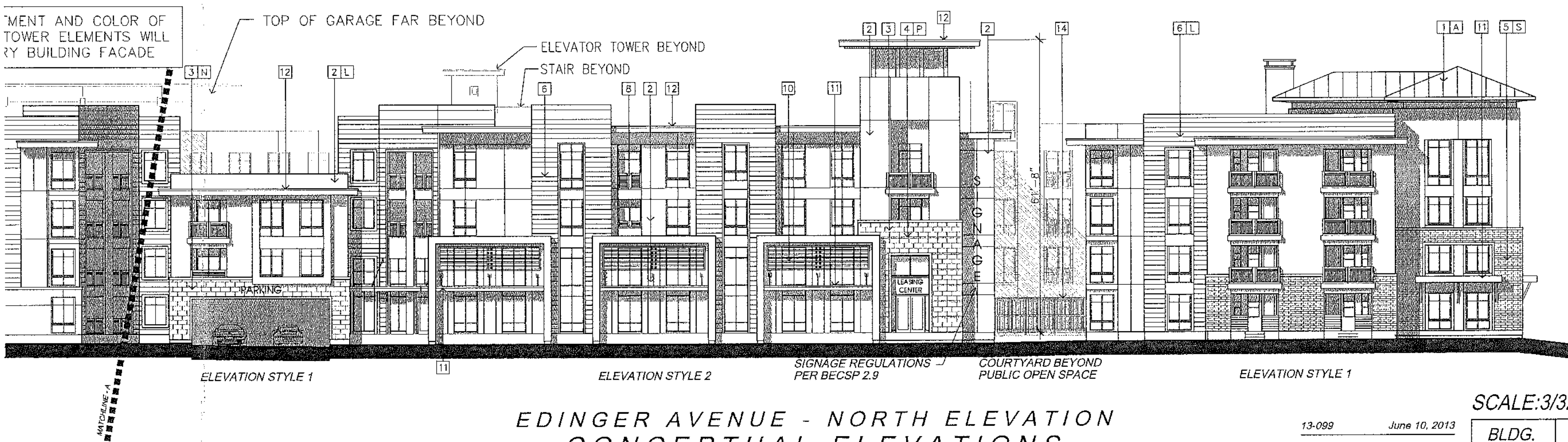
1. METAL SEAM ROOF
2. STUCCO FINISH W/ SCORE LINES
3. STONE VENEER - FRENCH LIMESTONE
4. STONE VENEER - CHISELED
5. BRICK VENEER
6. HORIZONTAL SIDING
7. FOAM TRIM
8. PAINTED METAL RAILING
9. HORIZONTAL COMPOSITE SLATS
10. SOLAR SHADING LOUVERS
11. METAL AWNING
12. PAINTED WOOD FASCIA
13. METAL LOUVERS
14. METAL GATE

COLOR LEGEND

NOTE: SPECIFIC COLORS AND LOCATIONS ARE FOR GENERAL REPRESENTATION PURPOSES ONLY. ACTUAL COLORS AND LOCATIONS ARE PROVIDED SEPARATELY ON THE COLORS AND MATERIAL BOARD ON FILE WITH THE CITY.

- A MTL ROOF - TBD
- B MTL ROOF - TBD
- C VARIOUS MATERIALS - COPPER PAINT
- D METAL AWNINGS - SW 7069 IRON ORE
- E FASCIA/EAVES - SW 7631 CITY LOFT
- F PRIMARY STUCCO - SW 2059 SAND
- G SECONDARY STUCCO - SW 6090 JAVA
- H TERTIARY STUCCO - SW 7631 CITY LOFT
- J ACCENT STUCCO - SW 7669 SUMMIT GRAY
- K SIDING - SW 6090 JAVA*
- L SIDING - TBD
- M IRON RAILING - SW 7669 SUMMIT GRAY
- N MASONRY - CORONADO FRENCH WHITE
- P MASONRY - CORONADO CREAM
- R BRICK - ENDICOTT MANGANESE IRON SPOT
- S BRICK - BELGIAN BRICK "BROOKSIDE"
- T WINDOWS - WHITE / ALMOND

* OR STAIN TO MATCH



EDINGER AVENUE - NORTH ELEVATION
CONCEPTUAL ELEVATIONS

SCALE: 3/32" = 1'-0"

13-099 June 10, 2013

BLDG. ELEVS. A4.2

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

AGENCY SUBMITTAL 06.10.13

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

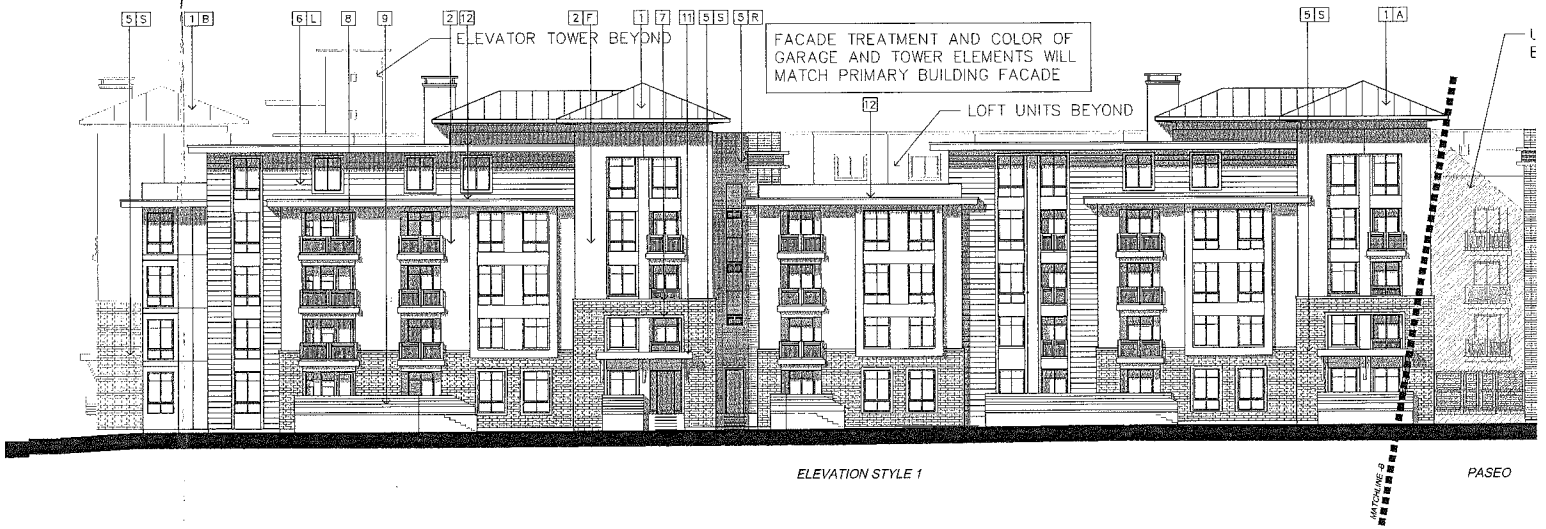
PEDIGO SOUTH, INC.

4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.14



MATERIALS & FINISH LEGEND	
1	METAL SEAM ROOF
2	STUCCO FINISH W/ SCORE LINES
3	STONE VENEER - FRENCH LIMESTONE
4	STONE VENEER - CHISELED
5	BRICK VENEER
6	HORIZONTAL SIDING
7	FOAM TRIM
8	PAINTED METAL RAILING
9	HORIZONTAL COMPOSITE SLATS
10	SOLAR SHADING LOUVERS
11	METAL AWNING
12	PAINTED WOOD FASCIA
13	METAL LOUVERS
14	METAL GATE

COLOR LEGEND	
NOTE: SPECIFIC COLORS AND LOCATIONS ARE FOR GENERAL REPRESENTATION PURPOSES ONLY. ACTUAL COLORS AND LOCATIONS ARE PROVIDED SEPARATELY ON THE COLORS AND MATERIAL BOARD ON FILE WITH THIS CITY.	
A	MTL ROOF - TBD
B	MTL ROOF - TBD
C	VARIOUS MATERIALS - COPPER PAINT
D	METAL AWNINGS - SW 7069 IRON ORE
E	FASCIA/EAVES - SW 7631 CITY LOFT
F	PRIMARY STUCCO - SW 9559 SAND
G	SECONDARY STUCCO - SW 6090 JAVA
H	TERTIARY STUCCO - SW 7631 CITY LOFT
I	ACCENT STUCCO - SW 7569 SUMMIT GRAY
J	SIDING - SW 6090 JAVA*
K	SIDING - TBD
M	IRON RAILING - SW 7569 SUMMIT GRAY
N	MASONRY - CORONADO FRENCH WHITE
P	MASONRY - CORONADO CREAM
R	BRICK - ENDICOTT MANGANESE IRON SPOT
S	BRICK - BELGIAN BRICK "BROOKSIDE"
T	WINDOWS - WHITE / ALMOND

* OR STAIN TO MATCH

SCALE: 3/32" = 1'-0"

GOTHARD STREET - EAST ELEVATION
CONCEPTUAL ELEVATIONS

13-099 June 10, 2013

BLDG. ELEVS. A4.3

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

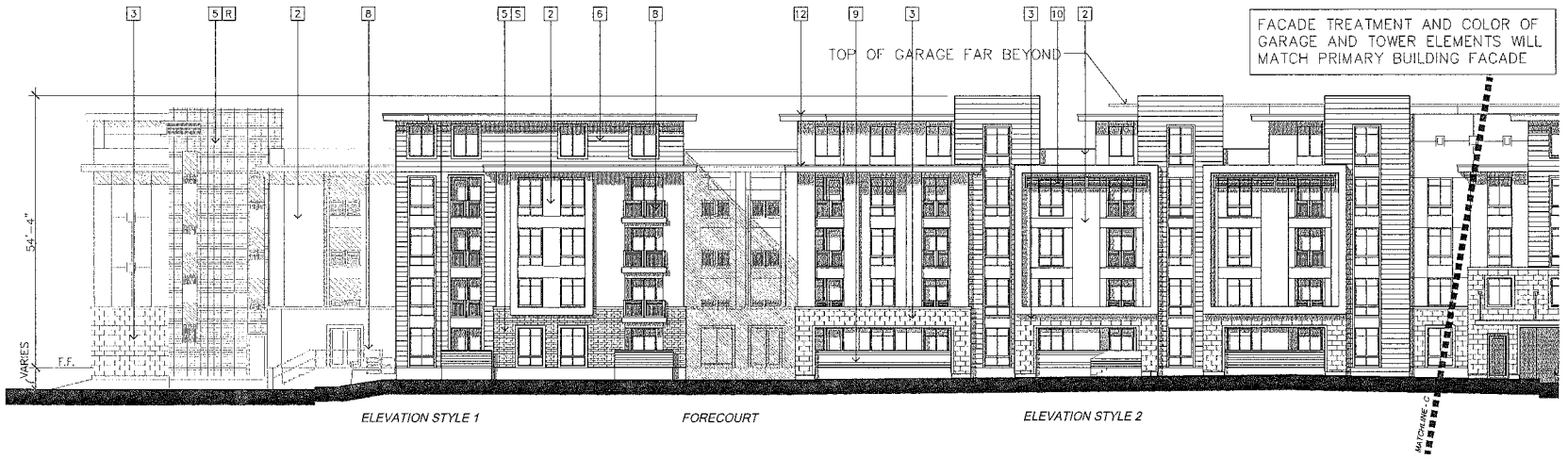
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.15



SCALE: 3/32" = 1'-0"

SOUTH ELEVATION
CONCEPTUAL ELEVATIONS

13-099 June 10, 2013

BLDG. ELEVS. A4.4

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.18

MATERIALS & FINISH LEGEND

1	METAL SEAM ROOF
2	STUCCO FINISH W/ SCORE LINES
3	STONE VENEER - FRENCH LIMESTONE
4	STONE VENEER - CHISELED
5	BRICK VENEER
6	HORIZONTAL SIDING
7	FOAM TRIM
8	PAINTED METAL RAILING
9	HORIZONTAL COMPOSITE SLATS
10	SOLAR SHADING LOUVERS
11	METAL AWNING
12	PAINTED WOOD FASCIA
13	METAL LOUVERS
14	METAL GATE

SCALE: 3/32" = 1'-0"

WEST ELEVATION
CONCEPTUAL ELEVATIONS

13-099 June 10, 2013

BLDG. ELEVS. A4.5

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

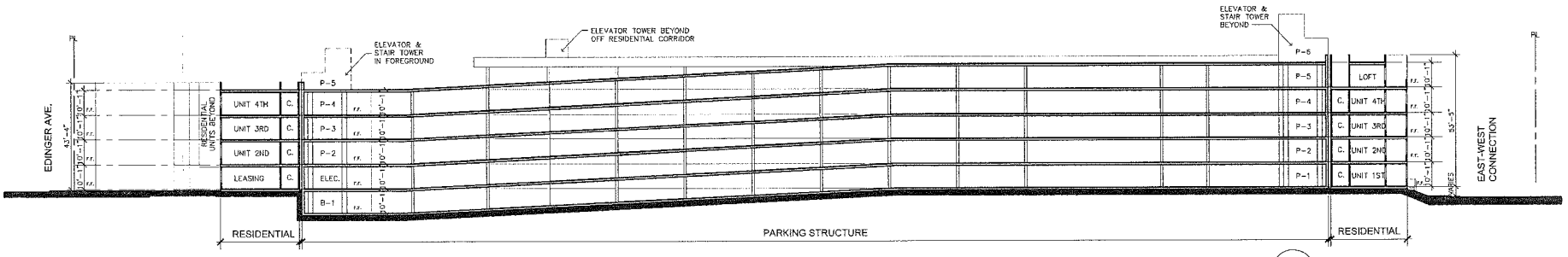
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

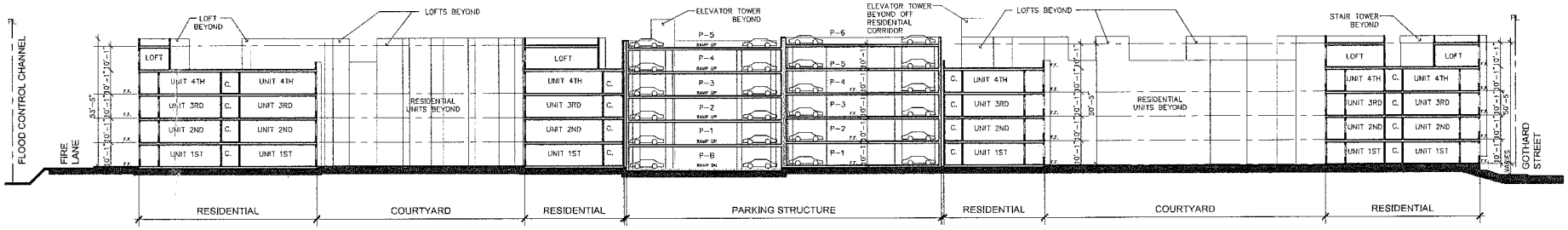
PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.17



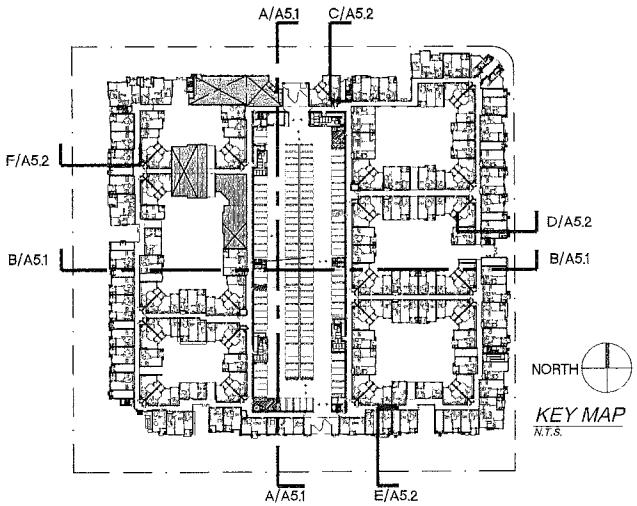
A SECTION



B SECTION

GARAGE SUBTERRANEAN LEVEL

GARAGE P6 LEVEL (ROOF)



KEY MAP
N.T.S.

Parking Provided:

Parking Provided	Units Per Level	Total Garage Parking	Resident Parking	Accessible (Resident)	Accessible (Guest)	Guest Stalls	
Surface Parking - Angled						17	27
Surface Parking - Parallel						10	
Parking Structure -B Level		45				45	
Parking Structure - 1st Level	119	130	125	3	2		
2nd Level	125	148	143	3	2		
3rd Level	133	148	143	3	2		
4th Level	133	148	146	1	1		
5th Level		148	148				
Top Level		96	30			66	
Total Provided	510	862	735	10	7	137	
			745		144		
			889				

0' 20' 40' 60'

SCALE: 1" = 20'

13-099 June 10, 2013

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.

4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

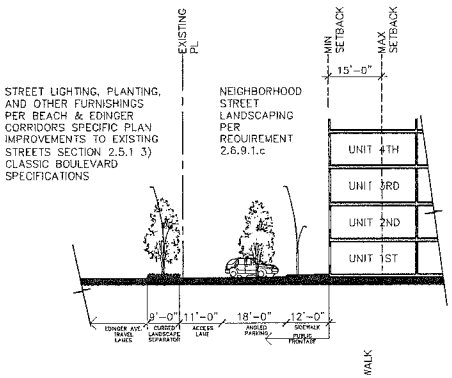
SITE SECTIONS A5.1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

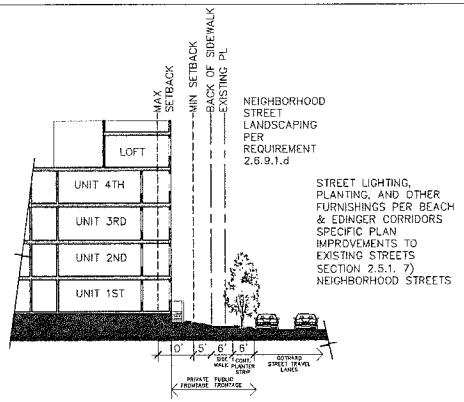
CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

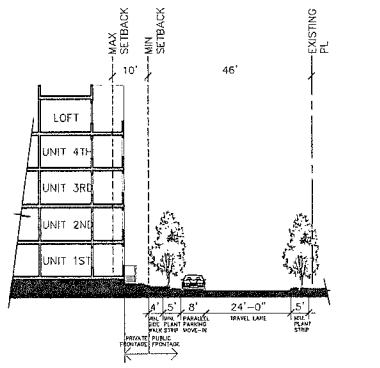
ATTACHMENT NO. 3.18



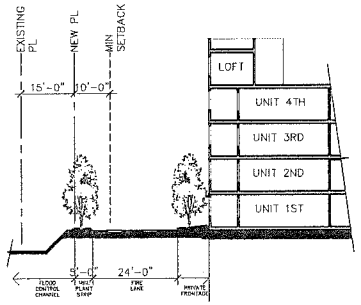
C PUBLIC IMPROVEMENT DETAILS ALONG EDINGER AVE.
SCALE: 1/16" = 1'-0"



D PUBLIC IMPROVEMENT DETAILS ALONG GOTHARD STREET.
SCALE: 1/16" = 1'-0"



E EAST - WEST CONNECTION STREET
SCALE: 1/16" = 1'-0"



F FIRE - LANE AT FLOOD CONTROL CHANNEL
SCALE: 1/16" = 1'-0"

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

13-099 June 10, 2013

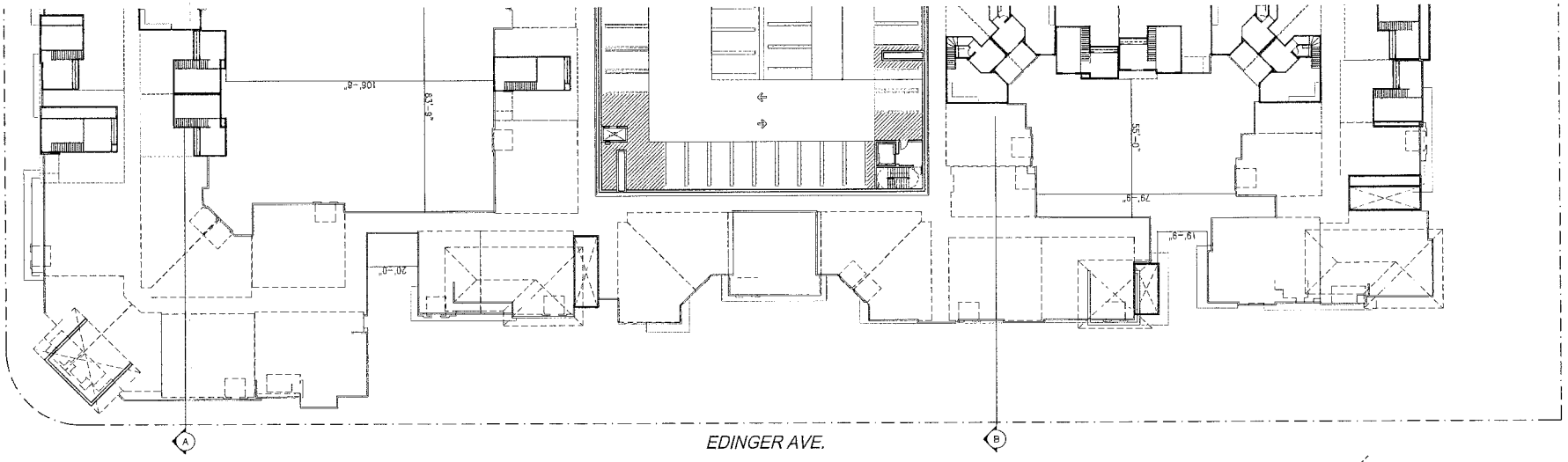
BUILDING SECTIONS A5.2

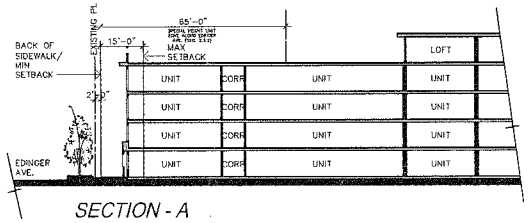
No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

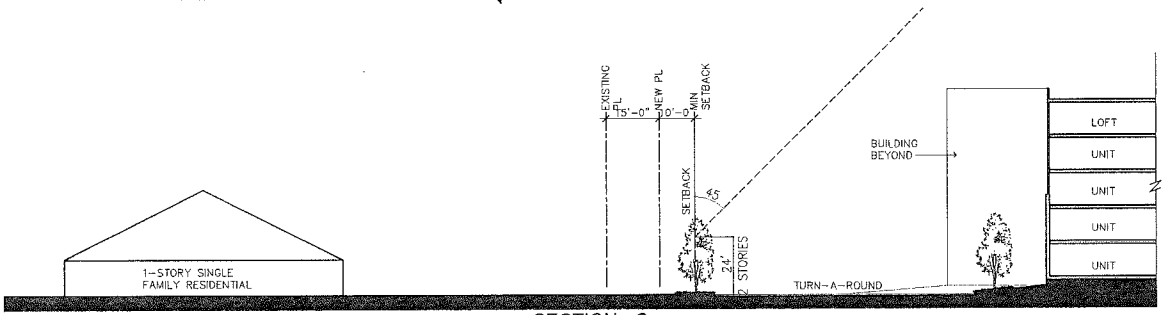
06.10.13 AGENCY SUBMITTAL

ATTACHMENT NO. 3-19

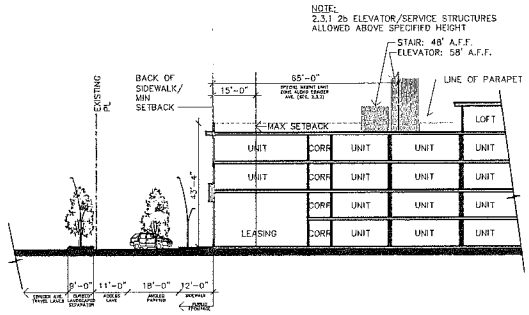




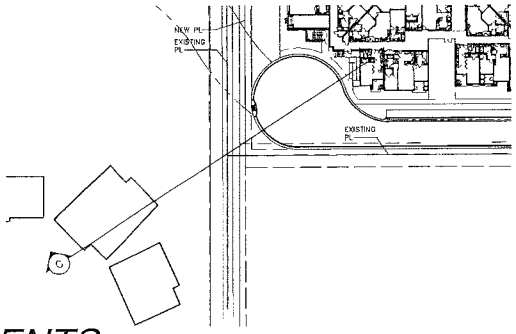
SECTION - A



SECTION - C



SECTION - B



0' 20' 40' 60'

SCALE: 1" = 20'

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

13-099 June 10, 2013

BUILDING SECTIONS A5.3

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.25.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

06.10.13 AGENCY SUBMITTAL

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.20

SCALE: 1/8" = 1'-0"

13-099 June 10, 2013

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

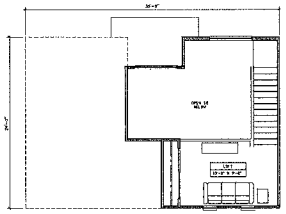
UNIT PLANS A6.1

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

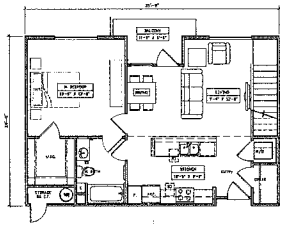
CASE FILE NUMBERS:
X X

06.10.13 AGENCY SUBMITTAL

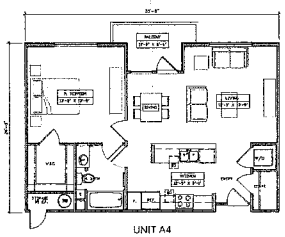
ATTACHMENT NO. 3.21



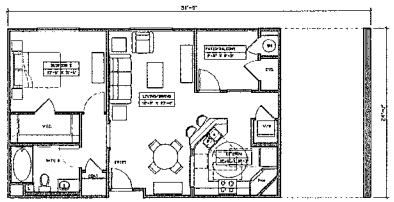
UNIT A4 - LOFT
1 BEDROOM - 1 BATH
LOFT AREA: 138 SQ. FT.



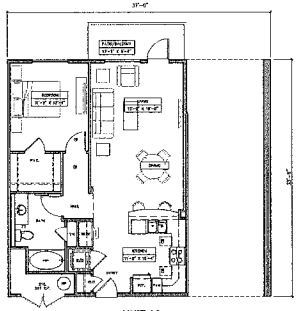
UNIT A8 - LOFT
1 BEDROOM - 1 BATH
1ST FLR LIVABLE AREA: 802 SQ. FT.
TOTAL LIVABLE AREA: 940 SQ.FT.
PATIO/BALCONY: 60 SQ. FT.
STORAGE: 85 C.F.



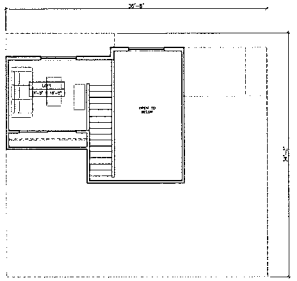
UNIT A4
1 BEDROOM - 1 BATH
LIVABLE AREA: 802 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.
UTIL / STG: 85 CU. FT.



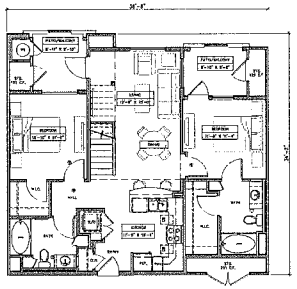
UNIT PLAN A5
1 BEDROOM - 1 BATH
LIVABLE AREA: 812 SQ. FT.
PATIO/BALCONY: 73 SQ. FT.
UTIL / STG: 101 CU. FT.



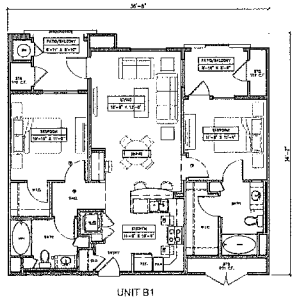
UNIT A6
1 BEDROOM - 1 BATH
LIVABLE AREA: 809 SQ. FT.
PATIO/BALCONY: 66 SQ. FT.
UTIL / STG: 297 CU. FT.



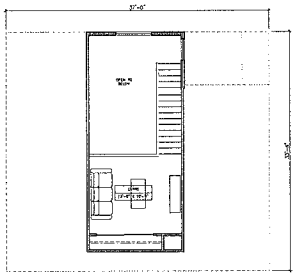
UNIT B1 - LOFT - A
2 BEDROOM - 2 BATH
LOFT AREA: 140 SQ. FT.



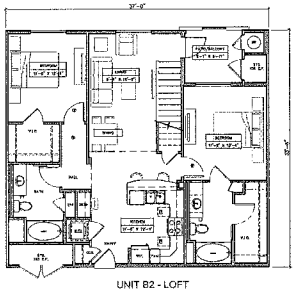
UNIT B1 - LOFT
2 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1,005 SQ. FT.
TOTAL LIVABLE AREA: 1,145 SQ. FT.
PATIO/BALCONY: 119 SQ. FT.
UTIL / STG: 423 CU. FT.



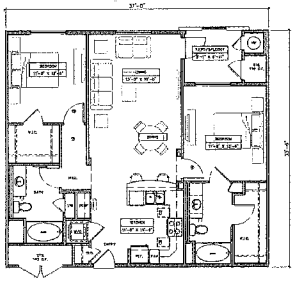
UNIT B1
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,005 SQ. FT.
PATIO/BALCONY: 119 SQ. FT.
UTIL / STG: 423 CU. FT.



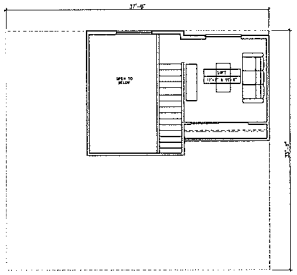
UNIT B2 - LOFT
2 BEDROOM - 2 BATH
LOFT AREA: 150 SQ. FT.



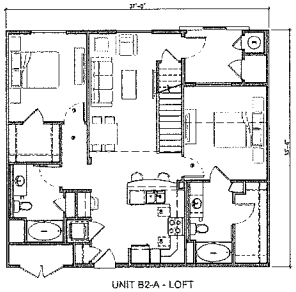
UNIT B2 - LOFT
2 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1,113 SQ. FT.
TOTAL LIVABLE AREA: 1263 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.
UTIL / STG: 252 CU. FT.



UNIT B2
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,113 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.
UTIL / STG: 252 CU. FT.



UNIT B2-A - LOFT
2 BEDROOM - 2 BATH
LOFT AREA: 150 SQ. FT.



UNIT B2-A - LOFT
2 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1,113 SQ. FT.
TOTAL LIVABLE AREA: 1263 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.
UTIL / STG: 252 CU. FT.

SCALE: 1/8" = 1'-0"

13-099 June 10, 2013

UNIT PLANS A6.2

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	09.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

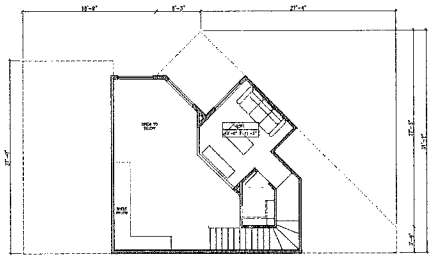
PEDIGO SOUTH, INC.

4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

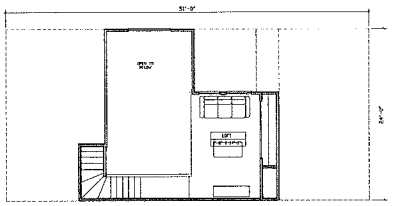
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

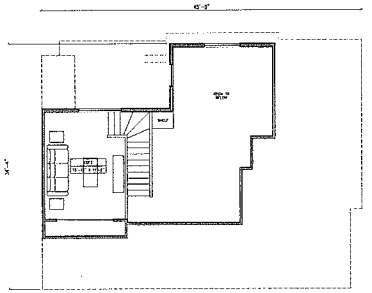
ATTACHMENT NO. 3.22



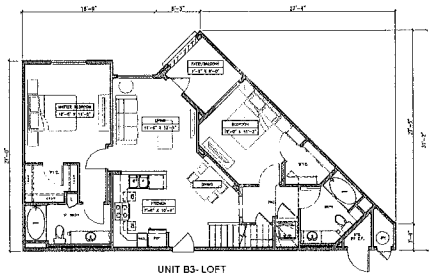
UNIT B3 - LOFT
2 BEDROOM - 2 BATH
LOFT AREA: 132 SQ. FT.



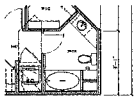
UNIT B4 - LOFT
2 BEDROOM - 2 BATH
LOFT AREA: 158 SQ. FT.



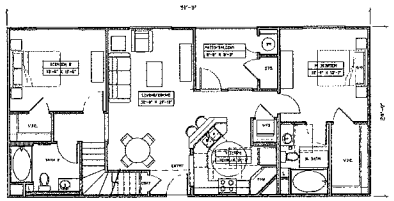
UNIT C1 - LOFT
3 BEDROOM - 2 BATH
LOFT AREA: 172 SQ. FT.



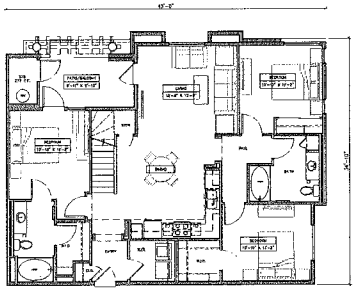
UNIT B3- LOFT
2 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1,029 SQ. FT.
TOTAL LIVING AREA: 1,161 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.
UTIL / STG: 99 CU. FT.



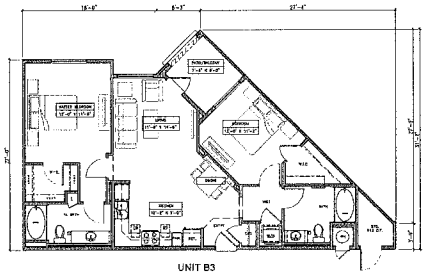
UNIT B3 ALT- LOFT
2 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1,029 SQ. FT.
TOTAL LIVING AREA: 1,041 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.



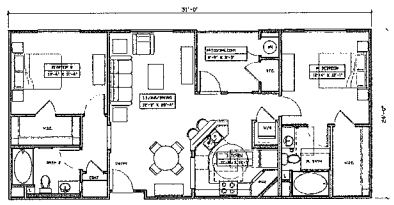
UNIT B4 - LOFT
2 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1,140 SQ. FT.
TOTAL LIVABLE AREA: 1298 S.F.
PATIO/BALCONY: 73 SQ. FT.
UTIL / STG: 101 CU. FT.



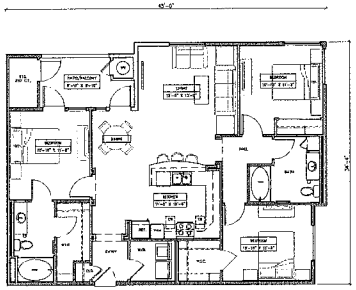
UNIT C1-LOFT
3 BEDROOM - 2 BATH
1ST FLR LIVABLE AREA: 1363 SQ. FT.
TOTAL LIVABLE AREA: 1542 SQ. FT
PATIO/BALCONY: 92 SQ. FT. UTIL / STG: 252 CU. FT.



UNIT B3
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,029 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.
UTIL / STG: 243 CU. FT.



UNIT B4
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,140 SQ. FT.
PATIO/BALCONY: 73 SQ. FT.
UTIL / STG: 101 CU. FT.



UNIT C1
3 BEDROOM - 2 BATH
LIVABLE AREA: 1363 SQ. FT.
PATIO/BALCONY: 83 SQ. FT.
UTIL / STG: 252 CU. FT.

SCALE: 1/8" = 1'-0"

13-099 June 10, 2013

UNIT PLANS A6.3

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	06.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

AGENCY SUBMITTAL 06.10.13

EDINGER AND GOTHARD APARTMENTS

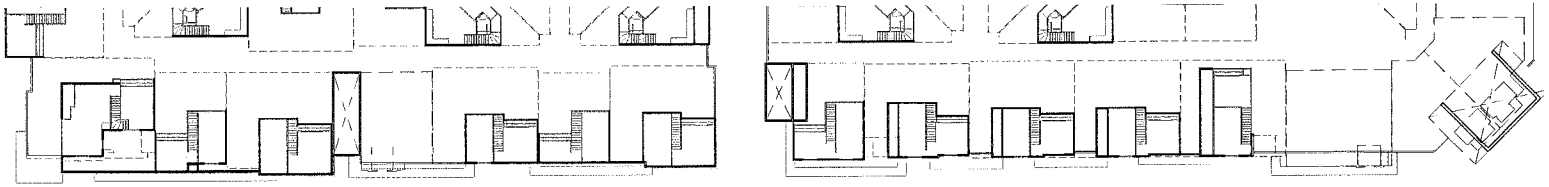
HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

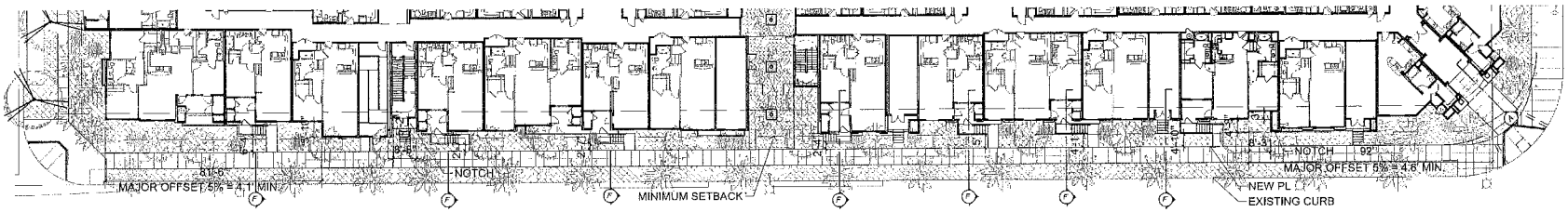
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

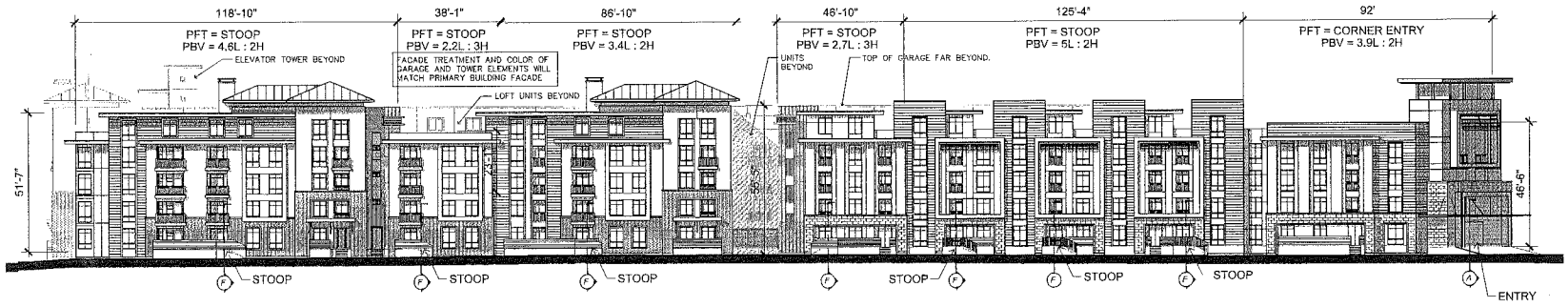
ATTACHMENT NO. 3.23

LOFT LEVEL



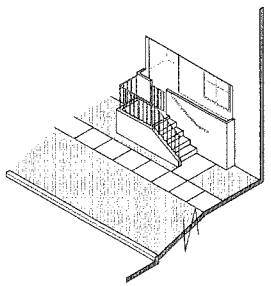
1ST LEVEL

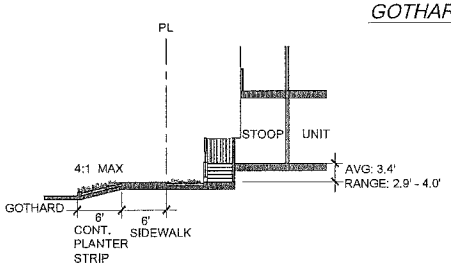




PFT = PRIVATE FRONTAGE TYPE
PBV = PRIMARY BUILDING VOLUME 2L:3H TO 5L:2H (H: ⅔L - 2.5L)

GOTHARD STREET ELEVATION





PRIVATE STOOP SECTION

SECTION "A"
CORNER ENTRY
(SECTION 2.4.2.3B)

SECTION "F"
PRIVATE STOOP
(SECTION 2.4.2.3G)

BUILDING MASSING ELEMENTS
"BECSP 2.3.5. BUILDING MASSING"

A. MAJOR FACADE OFFSET
B. NOTCH
C. FACADE COMPOSITION CHANGE

0' 20' 40' 60'

SCALE: 1" = 20'

13-099 June 10, 2013

PRIV. FRNTG ELEV / BLDG MASSING **A7.1**

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

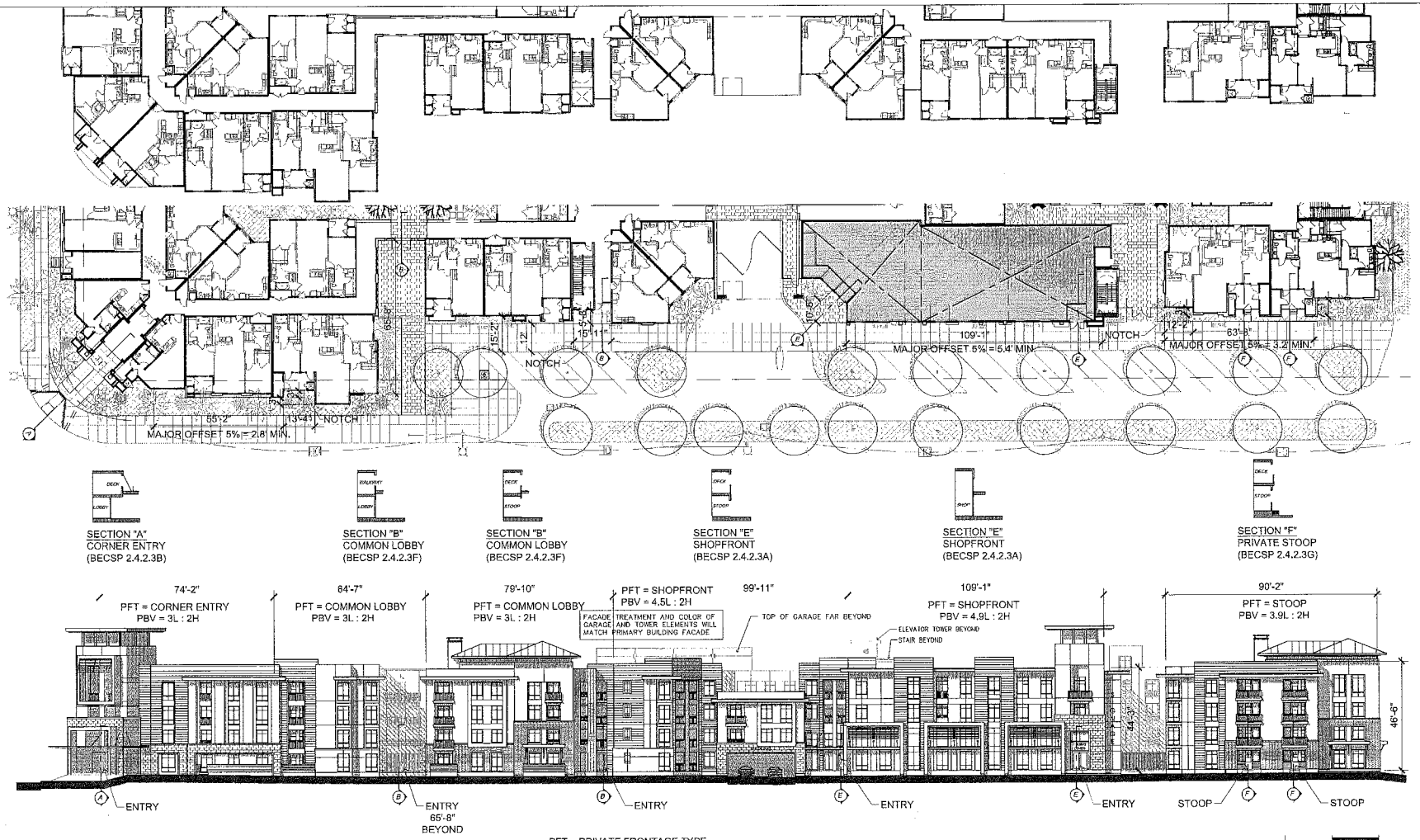
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.29



PFT = PRIVATE FRONTAGE TYPE
PBV = PRIMARY BUILDING VOLUME REQ'D. = 3L:2H TO 5L:2H (H:1.5L - 2.5L)

EDINGER AVENUE ELEVATION

BUILDING MASSING ELEMENTS
**BECSP 2.3.5, BUILDING MASSING*

A. MAJOR FACADE OFFSET
B. NOTCH
C. FACADE COMPOSITION CHANGE

0' 20' 40' 60'

SCALE: 1" = 20'

13-099 June 10, 2013

PRIV. FRNTG ELEV / BLDG MASSING **A7.2**

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

06.10.13 AGENCY SUBMITTAL

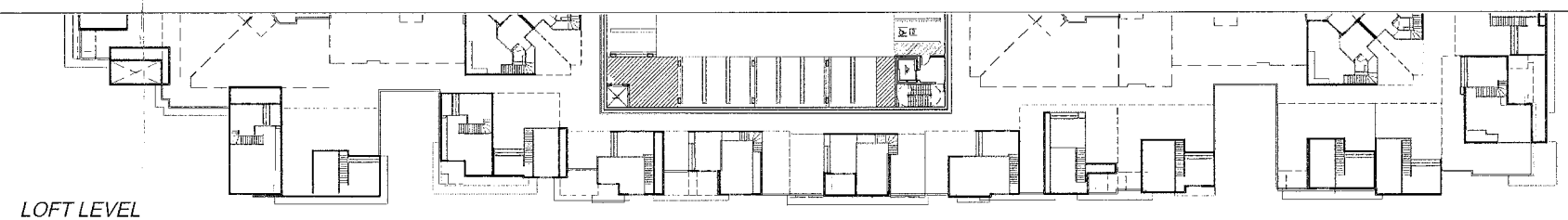
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

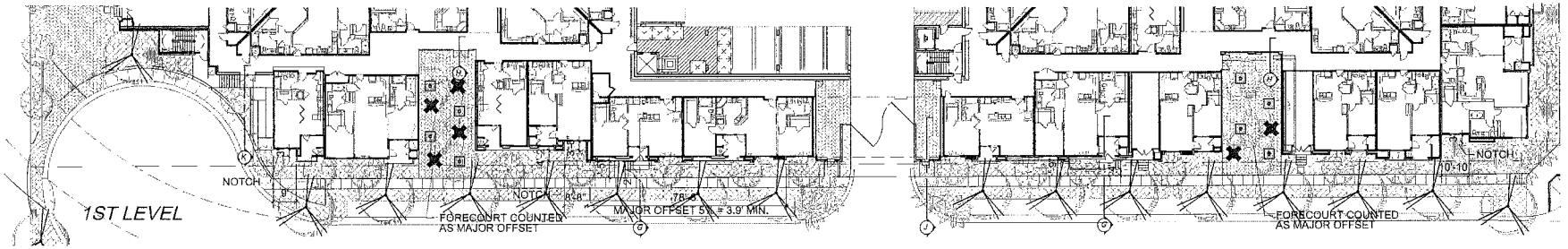
PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

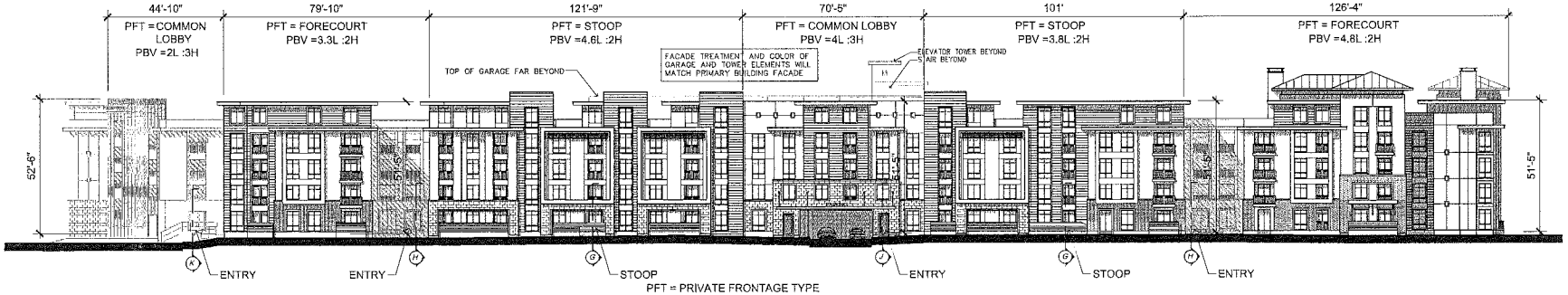
ATTACHMENT NO. 3.25



LOFT LEVEL

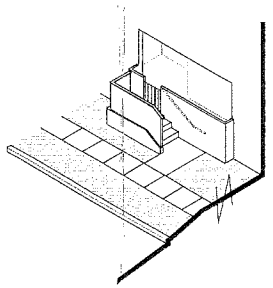


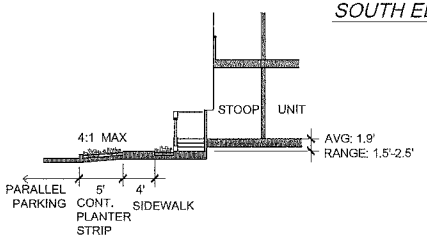
1ST LEVEL



PFT = PRIVATE FRONTAGE TYPE
PBV = PRIMARY BUILDING VOLUME 2L:3H TO 5L:2H (H: ⅔L - 2.5L)

SOUTH ELEVATION





PRIVATE STOOP SECTION

SECTION "G" PRIVATE STOOP (SECTION 2.4.2.3G)
SECTION "H" FORECOURT (BECSP 2.4.2.3E)
SECTION "J" COMMON LOBBY (SECTION 2.4.2.3F)
SECTION "K" COMMON LOBBY (BECSP 2.4.2.3F)

BUILDING MASSING ELEMENTS
BECSP 2.3.5 BUILDING MASSING

A. MAJOR FACADE OFFSET
B. NOTCH
C. FACADE COMPOSITION CHANGE

0' 20' 40' 60'

SCALE: 1" = 20'

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9560

13-099 June 10, 2013

PRIV. FRNTG ELEV / BLDG MASSING — A7.3

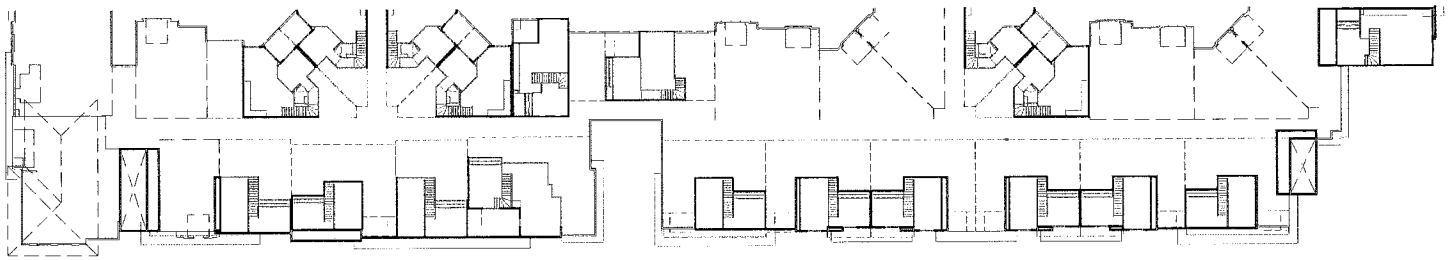
No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

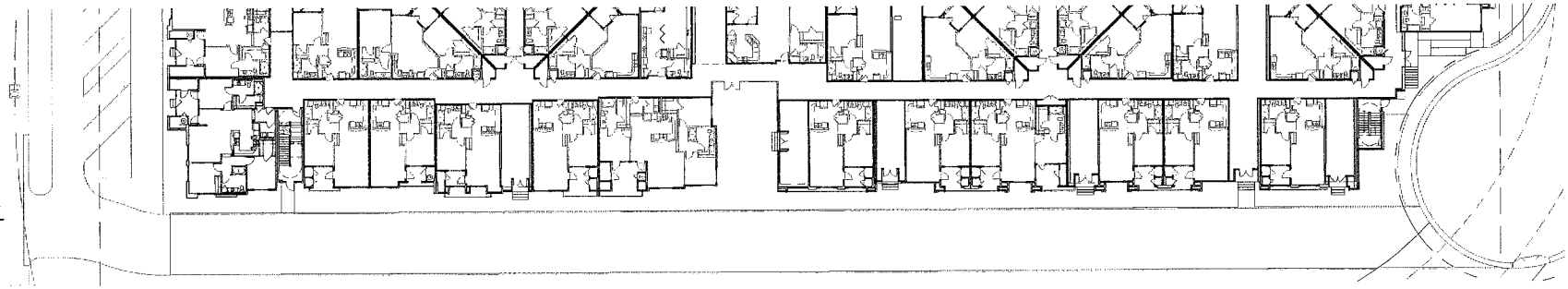
AGENCY SUBMITTAL 06.10.13

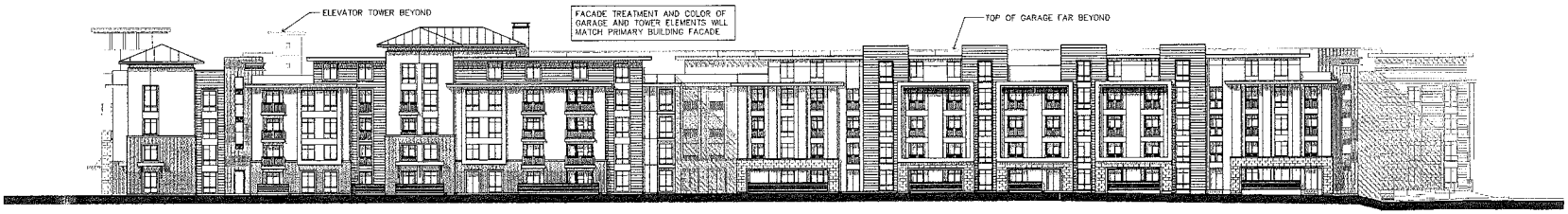
ATTACHMENT NO. 3.26

LOFT LEVEL



1ST LEVEL





WEST ELEVATION

0' 20' 40' 60'

SCALE: 1" = 20'

13-099 June 10, 2013

PRIV. FRNTG ELEV L BLDG MASSING — A7.4

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.26.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

06.10.13 AGENCY SUBMITTAL

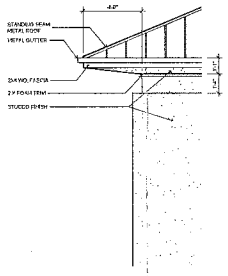
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

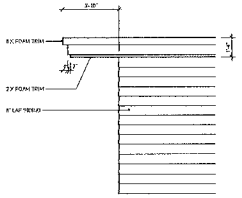
PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

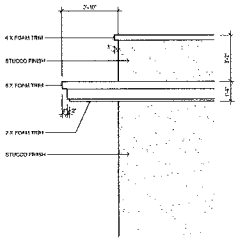
ATTACHMENT NO. 3.27



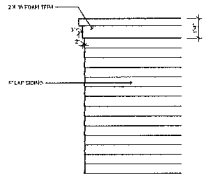
ELEVATION DETAIL A



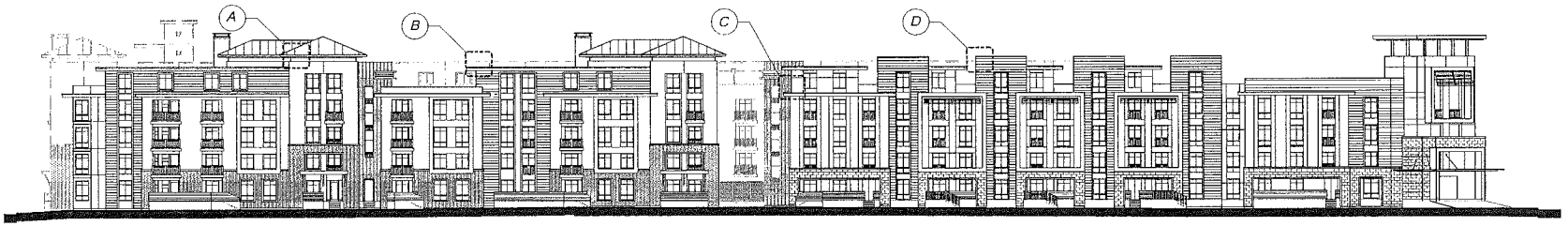
ELEVATION DETAIL B



ELEVATION DETAIL C



ELEVATION DETAIL D



GOTHARD STREET ELEVATION

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

13-099 June 10, 2013

ROOF DETAILS A7.5

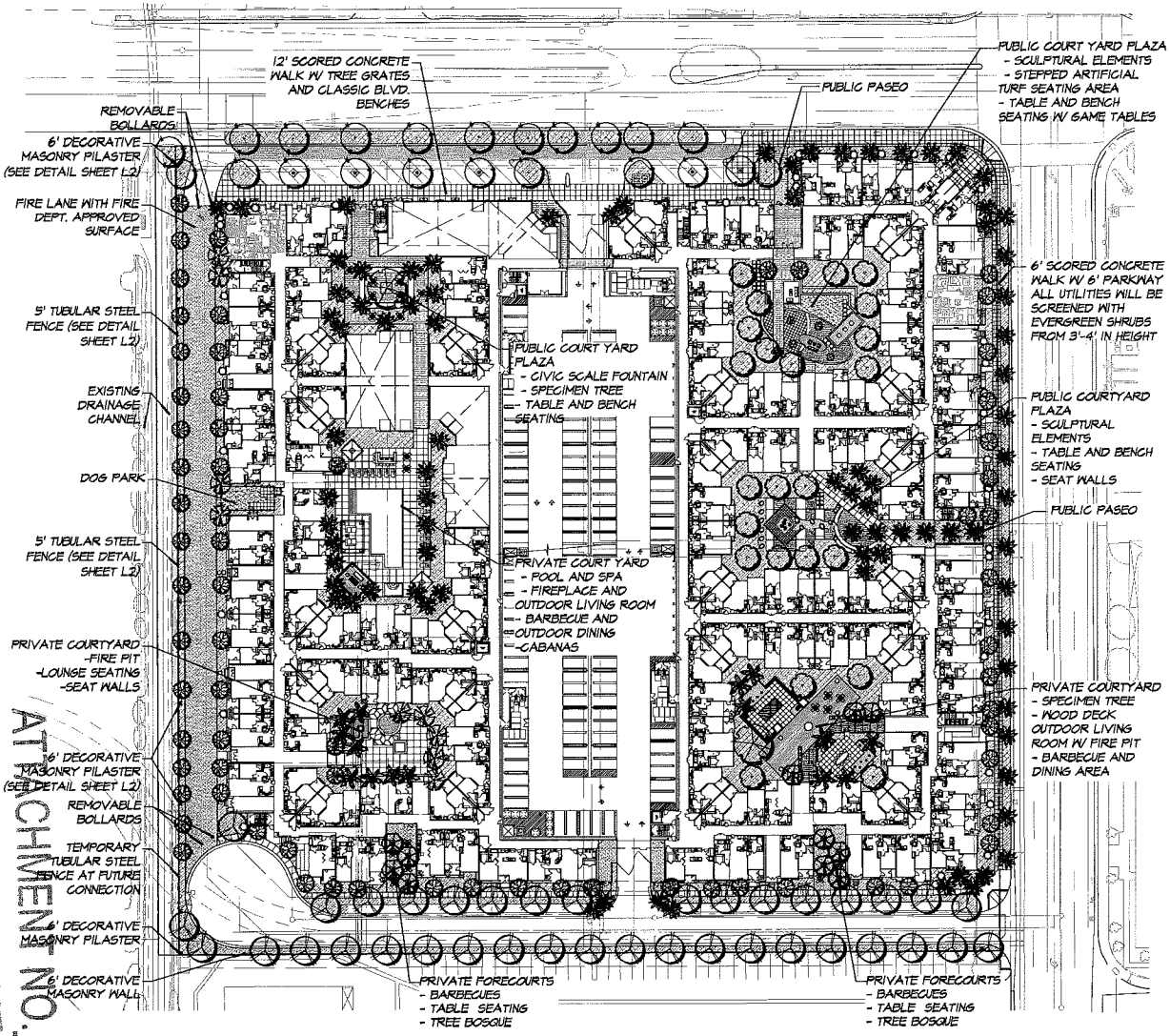
No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS:
X X

AGENCY SUBMITTAL 06.10.13

ATTACHMENT NO. 3.28

LANDSCAPE CONCEPT PLAN



PRELIMINARY LANDSCAPE DEVELOPMENT PLANT PALETTE

SYM.	LOCATION	BOTANICAL NAME/COMMON NAME	FORM	FUNCTION	SIZE	QUANTITY
TREES						
	GOTHARD STREET TREES / PUBLIC PLAZAS	PHOENIX DACTYLIFERA 'MEDJOOL' / DATE PALM	UPRIGHT (15'-25' SPREAD)	FORMAL EVERGREEN TREE	100%/18' BTH	86
	COURTYARDS	ARCONTOPHOENIX CUNNINGHAMIANA / KING PALM	UPRIGHT (15'-25' SPREAD)	FORMAL EVERGREEN ACCENT TREE	100%/16' BTH	15
	COURTYARDS	SYAGRUS ROMANZIOFFIANUM / QUEEN PALM	UPRIGHT (10'-20' SPREAD)	FORMAL EVERGREEN ACCENT TREE	100%/16' BTH	9
	FIRE LANE / GOTHARD BACKGROUND TREE	ARBUTUS UNEDO 'MARINA' / STRAWBERRY TREE HYMENOSPORUM FLAVUM / SWEET SHADE LAGERSTROMIA INDICA / CRAPE MYRTLE	BROADLEAF (20'-40' SPREAD)	FLOWERING CANOPY TREES	100%/24" BOX	30
	EDINGER AVENUE STREET TREES	JACARANDA MIMOSIFOLIA / JACARANDA	BROADLEAF (20'-30' SPREAD)	EVERGREEN CANOPY TREES	100%/24" BOX	22
	COURTYARDS	LAURUS NOBILIS / SWEET BAY RHUS LANCEA / AFRICAN SUMAC PARKINSONIA x 'DESERT MUSEUM'	BROADLEAF (15'-25' SPREAD)	MEDIUM PATIO TREE	100%/24" BOX	11
	EAST / WEST CONNECTOR STREET TREE	TRISTANIA CONFERTA / BRISBANE BOX (TRISTANIA)	BROADLEAF (20'-40' SPREAD)	FORMAL EVERGREEN CANOPY SHADE TREES	100%/36" BOX	37
	COURTYARDS	ARBUTUS UNEDO 'MARINA' / STRAWBERRY TREE LAURUS NOBILIS / SWEET BAY OLEA EUROPEA 'FRUITLESS' / FRUITLESS OLIVE	BROADLEAF (20'-40' SPREAD)	MEDIUM EVERGEEN, FORMAL CANOPY TREES	100%/24" BOX	23
	COURTYARD SPECIMEN TREE	FICUS ELASTICA / RUBBER TREE QUERCUS AGRIFOLIA / CALIFORNIA LIVE OAK	BROADLEAF (20'-50' SPREAD)	WINTER SUN/SUMMER SHADE CANOPY TREES	100%/24" BOX	2

SYM.	LOCATION	BOTANICAL NAME /COMMON NAME	FORM	FUNCTION	SIZE	QUANTITY
SHRUBS & GROUNDCOVERS						
		AGAPANTHUS AFRICANUS / LILY OF THE NILE ALOE SPECIES / ALOE ANIGOZANTHOS SPECIES / KANGAROO PAW CAREX PANSA / CALIFORNIA MEADOW SEDGE CAREX TUMULICOLA / BERKELEY SEDGE LIRIOPE MUSCARI / BIG BLUE LILY TURF MUHLENBERGIA CAPILARIS / PINK MUHLY SALVIA GREGGII / AUTUMN SAGE	EVERGREEN (1.5'-3')	ACCENT SHRUBS	70% /1 GAL. 30% /5 GAL.	5' ON CENTER AVG. SPACING
		AGAVE ATTENUATA / GREEN AGAVE BOUGAINVILLEA SPECIES / BOUGAINVILLEA LIGUSTRUM TEXANUM /TEXAS PRIVET PENNISETUM SETACEUM 'RUBRUM' PITTOSPORUM TOBIRA / MOCK ORANGE RHAPHIOLEPIS INDICA / INDIA HAWTHORN PHORMIUM TENAX / NEW ZEALAND FLAX SALVIA LEUCANTHA / MEXICAN BUSH SAGE STRELITZIA REGINAE / BIRD OF PARADISE	EVERGREEN SHRUB (3'-4' HEIGHT)	FOUNDATION SHRUBS	70%/3 GAL. 30%/15 GAL.	4' ON CENTER AVG. SPACING
		ALOE BARBERAE / TREE ALOE BAMBUSA TEXTILIS / BAMBOO SPECIES PODOCARPUS 'MAKI' / SHRUBBY JAPANESE YEW	EVERGREEN (5'-6' HEIGHT)	LARGE FOUNDATION / SCREENING SHRUBS	100% /15 GAL.	35
		CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS STRELITZIA NICOLAI / GIANT BIRD OF PARADISE	EVERGREEN, VERTICAL (15'-30' HEIGHT)	COLUMNAR FOUNDATION SHRUBS	100% /15 GAL.	45
		BACCHARIS PIL. 'PIGEON POINT / DWARF COYOTE BRUSH SENECIO MANDRALISCAE / BLUE CHALK STICKS TRACHELOSPERMUM JASMINOIDES / JASMINE MYOPORUM PARVIFOLIUM / NCN	EVERGREEN	FLOWERING GROUNDCOVER	100% /FLATS	12" ON CENTER AVG. SPACING
		ARTIFICIAL TURF				

WATER CONSERVATION LANDSCAPE GUIDELINES:
ALL LANDSCAPE AND IRRIGATION TO BE DESIGNED TO SUPPORT THE GREEN BUILDING TIPS STRATEGY DEVELOPED BY THE CITY OF HUNTINGTON BEACH PLANNING DEPARTMENT. ALL PLANTS GROUPED INTO A LOW OR MODERATE USE HYDROZONE AS DEFINED BY MULCOLS. 3" MULCH TO BE APPLIED IN ALL SHRUB AREAS. ALL SOIL TO BE AMENDED TO PROMOTE AERATION AND DRAINAGE.
ALL IRRIGATION AND LANDSCAPING TO BE INSTALLED AND MAINTAINED TO PROMOTE WATER EFFICIENCY AND CONSERVATION.

DESIGN INTENT STATEMENT:
THE LANDSCAPE DESIGN INTENT OF THIS PROJECT IS TO PROVIDE BOTH PASSIVE AND ACTIVE SPACES CREATING A SENSE OF PLACE FOR THE RESIDENTS' AND PUBLIC. USING PLANT MATERIAL THAT ACCENTS AND FRAMES THE ARCHITECTURE AND ENHANCES THE PEDESTRIAN NATURE OF THE PROJECT. EDINGER BOULEVARD AND GOTHARD STREET ARE DESIGNED MEETING THE GUIDELINES OF THE BEACH AND EDINGER SPECIFIC PLANS AS CLASSIC BOULVARD AND NEIGHBORHOOD STREET RESPECTIVELY. OUTDOOR PEDESTRIAN SPACES WILL BE DESIGNED WITH CONSIDERATION FOR PERSONS WITH DISABILITIES BY CAREFUL SELECTION OF MATERIALS AND THE DESIGN OF ACCESSIBLE CIRCULATION ROUTES AND SITE FURNISHINGS THROUGHOUT THE PROJECT.

SCALE: 1" = 40'-0"

12-003 JUNE 10, 2013

LANDSCAPE CONCEPT PLAN L-1

No.	ITEM	DATE
1	SUBMITTAL	04-02-12
2	SUBMITTAL	08-27-12
3	SUBMITTAL	11-28-12
4	SUBMITTAL	01-30-13
5	SUBMITTAL	03-26-13
6	SUBMITTAL	05-02-13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 05.02.13

12-003 EDINGER APARTMENTS June 10, 2013

ATTACHMENT NO. 2.6

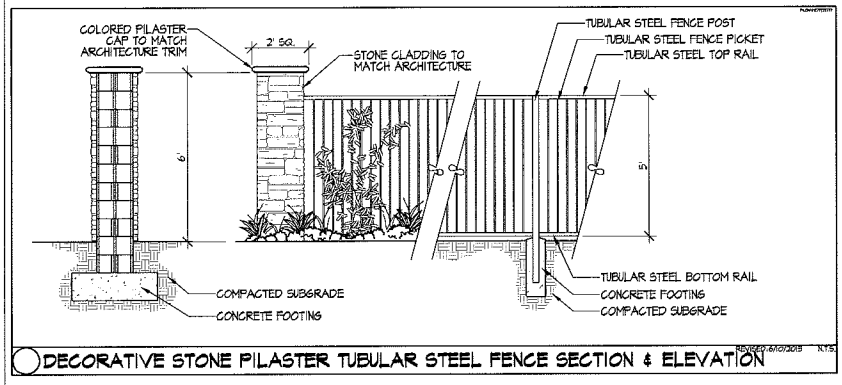
EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CALIFORNIA

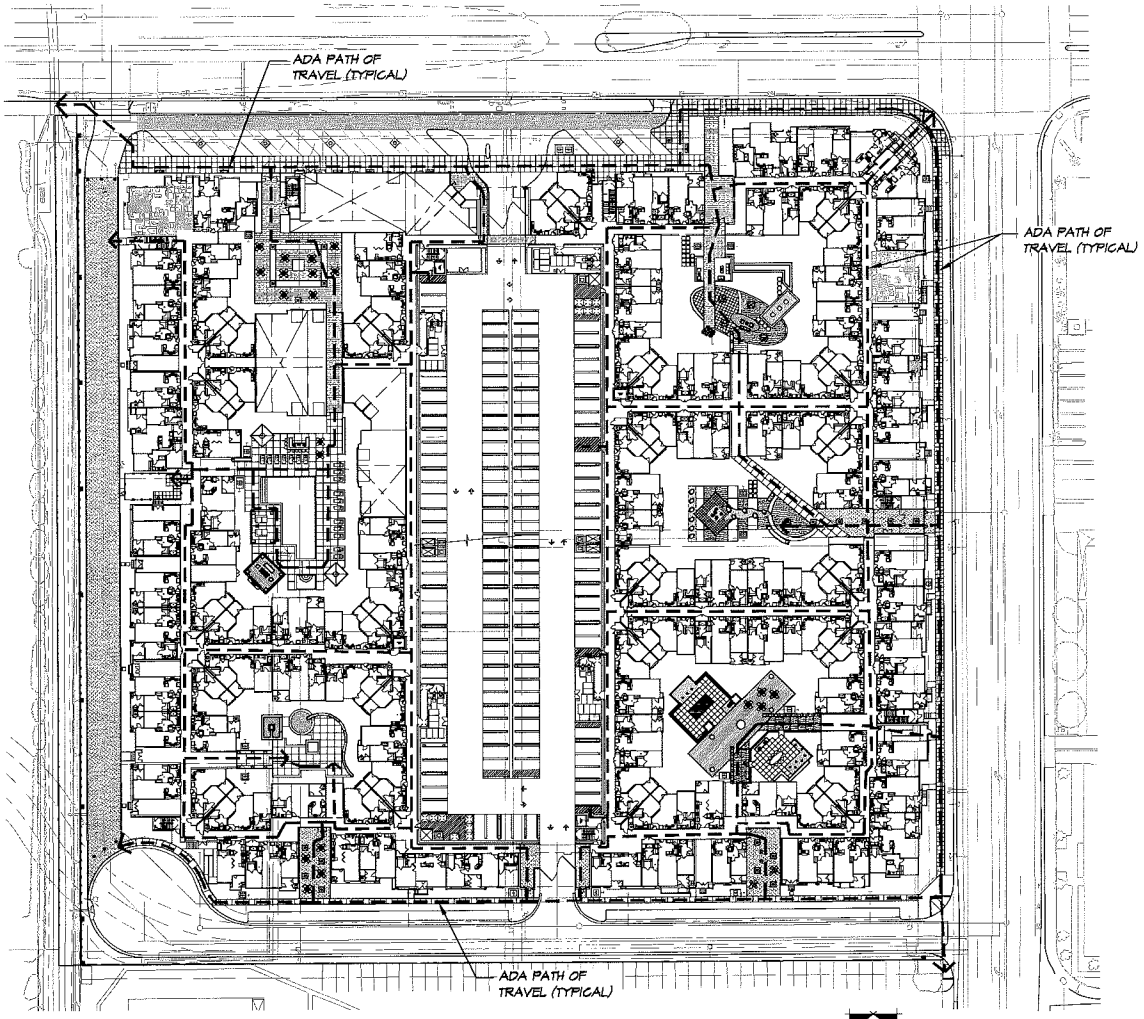
PEDIGO SOUTH
4000 SE. COLUMBIA WAY, VANCOUVER, WASHINGTON, 98661

GILLESPIE . MOODY . PATTERSON
4125 SORRENTO VALLEY BLVD, SUITE 'D', SAN DIEGO, CALIFORNIA 92121
www.gmplandarch.com

ADA / TITLE 24 PATH OF TRAVEL EXHIBIT STREET LEVEL



DECORATIVE STONE PILASTER TUBULAR STEEL FENCE SECTION & ELEVATION



40 20 0 40 80 120
SCALE: 1" = 40'-0"

12-003 JUNE 10, 2013

ADA / TITLE 24 PATH OF TRAVEL EXHIBIT

L-2

No.	ITEM	DATE
1	SUBMITTAL	04-02-12
2	SUBMITTAL	08-27-12
3	SUBMITTAL	11-26-12
4	SUBMITTAL	01-30-13
5	SUBMITTAL	03-25-13
6	SUBMITTAL	05-02-13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 05.02.13

12-003 EDINGER APARTMENTS June 10, 2013

ATTACHMENT NO. 2.30

EDINGER AND GOTHARD APARTMENTS

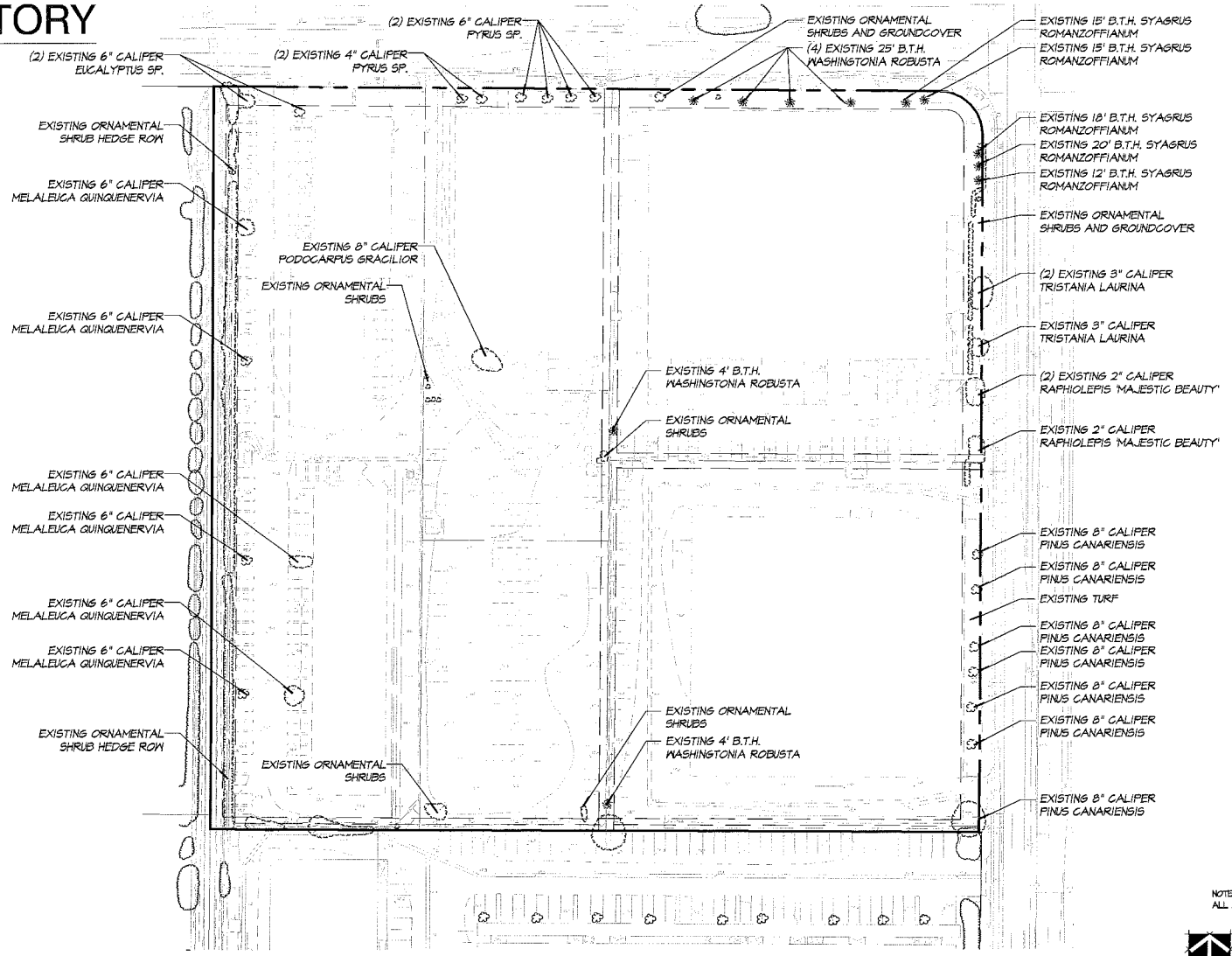
PEDIGO SOUTH
4000 SE. COLUMBIA WAY, VANCOUVER, WASHINGTON, 98661

HUNTINGTON BEACH, CALIFORNIA

GILLESPIE . MOODY . PATTERSON
4125 SORRENTO VALLEY BLVD, SUITE 'D', SAN DIEGO, CALIFORNIA 92121
www.gmplandarch.com

gmp Gillespie Moody Patterson, Inc. LANDSCAPE ARCHITECTURE & PLANNING

PLANT INVENTORY



NOTE:
ALL EXISTING VEGETATION ON SITE SHALL BE REMOVED.

40 20 0 40 80 120
SCALE: 1" = 40'-0"

12-003 JUNE 10, 2013

EXISTING PLANT INVENTORY PLAN L-3

No.	ITEM	DATE
1	SUBMITTAL	04-02-12
2	SUBMITTAL	08-27-12
3	SUBMITTAL	11-28-12
4	SUBMITTAL	01-30-13
5	SUBMITTAL	03-26-13
6	SUBMITTAL	05-02-13

CASE FILE NUMBERS:
X X

05.02.13 AGENCY SUBMITTAL

12-003 EDINGER APARTMENTS - JUNE 10, 2013

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CALIFORNIA

PEDIGO SOUTH
4000 SE. COLUMBIA WAY, VANCOUVER, WASHINGTON, 98661

GILLESPIE . MOODY . PATTERSON
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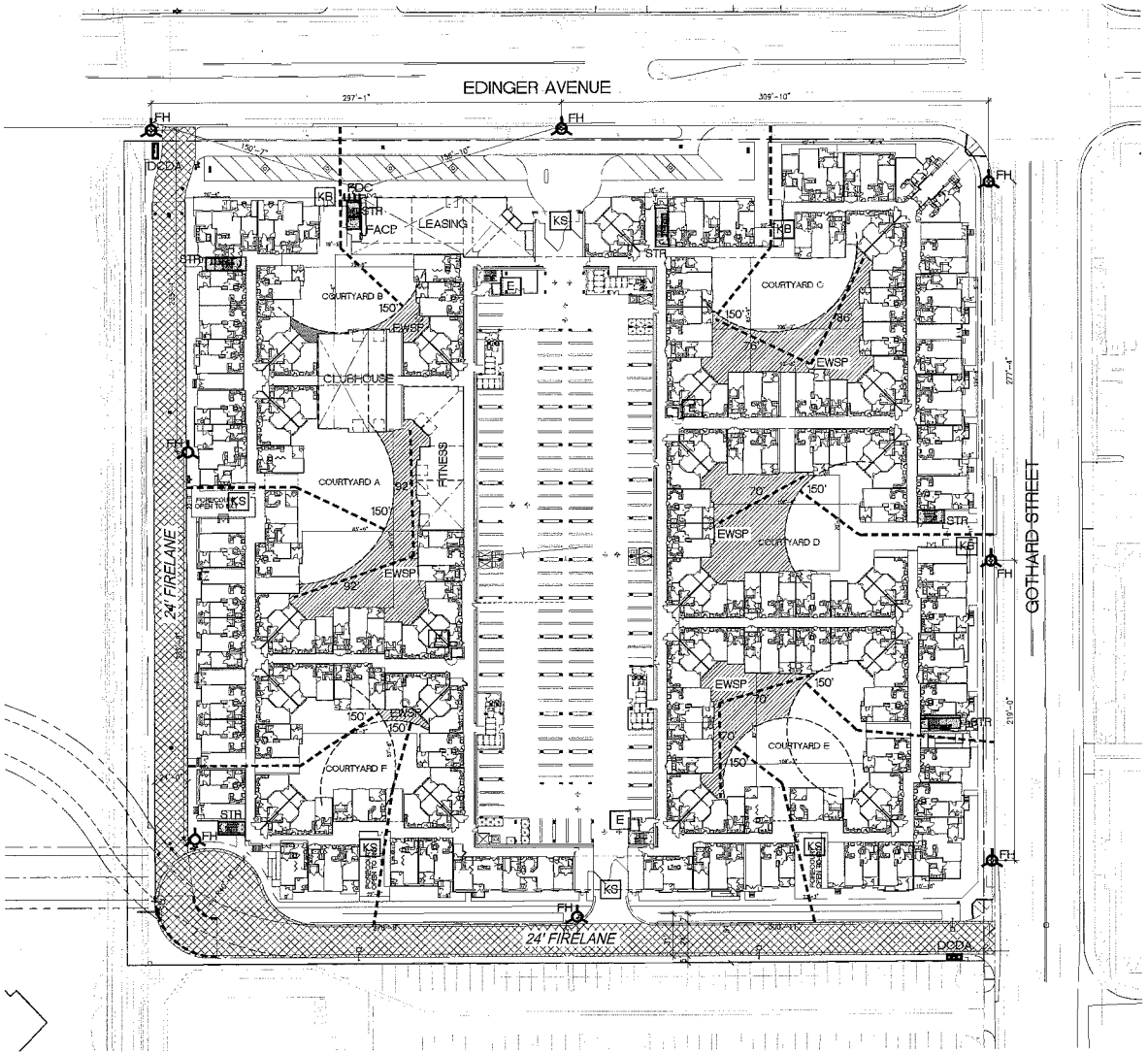
gmp Gillespie Moody Patterson, Inc. LANDSCAPE ARCHITECTURE & PLANNING

ATTACHMENT NO. 2.31



LEGEND

- FIRELANE – COMPLIANT SURFACE (MINIMUM 13'-6" VERTICAL UNOBSTRUCTED CLEARANCE)
- HOSE PULL – 150' MAX (FROM FIRELANE OR STANDPIPE)
- AREA COVERED BY STANDPIPE
- AREA OUTSIDE HOSE PULL
- FIRE HYDRANT (FH)
- EWSP – EXTERIOR WET STAND PIPE
- FIRE DEPARTMENT CONNECTION (FDC)
- DCDA – DOUBLE CHECK DETECTOR BACKFLOW ASSEMBLY
- FACP – FIRE ACCESS CONTROL PANEL
- KB – KNOX BOX
- KS – KNOX SWITCH
- E – ELEVATOR SIZED FOR MEDICAL GURNEY
- STR – STAIR ACCESS TO ROOF
- BREAK-AWAY BOLLARDS (OR AS ALTERNATE GATE WITH KNOX BOX)
- FIRE APPARATUS TURNING RADIUS (R45'-0", R17'-10")

Project: Edinger Avenue

Building Data

Legal Description: APN

Address:

Beach & Edinger Corridor Specific Plan - Town Center Boulevard Segment

California Building Code Project Information

Occup.	Use	Const.	Quantity	Allow. Ht.	Ht. Increase	Allow. Area	Area Increase	Actual Area (Per Floor)	Total Bldg Area
R2	Residential-Ownership	VA	5/0	3 Story	+1 = 4 Story*	24,000**	72,000	167,474****	662,796
A3	Recreation	VA	1 Portion	2 Story	N/A	11,500	N/A	6,000 +/-	
B	Leasing	VA	1 Portion	3 Story	N/A	18,000	N/A	5,100+/-	
S2	Parking Garage	IIA	1 Structure	6 Story	+Roof ****	117,000**	351,000	64,671	324,627

*Height increase due to sprinklers (CBC 508.3)

**Multi-story increase (CBC 506.4.1)

***Where available for increase due to Frontage Increase (CBC 506.2)

**** Roof Top parking allowed per CBC 406.4.1

*****Total area per floor will be broken up by 2-HR fire walls in accordance with CBC 706 to meet allowable area.

Additional Information:

Height:	Fire Area	Fire Flow	Hydrants***	Hyd. Spc'g	Max dist. To Hyd.	Sprinklers	Fire Lanes
40' *	Over 191,401	2000'*	2	300' avg.****	225' ***	NFPA 13	Signage or Striping

*Measured from lowest point of fire dept. access to finished floor of highest occupiable floor. This project contains some mezzanines from the 4th story

**Includes 75% reduction for sprinklers (CFC Appendix B - B105.2 Exception 1) Resulting fire flow pressure shall not be less than 1,500 gpm

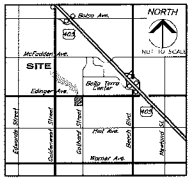
***(CFC Table C105.1)

****Per City of HB Spec. No. 407 (450 spacing per CFC Table C105.1)

NOTE: THIS FIRE ACCESS PLAN SERVES TO PROVIDE GENERAL BUILDING INFORMATION AND TO DEMONSTRATE GENERAL COMPLIANCE OF FIRE ACCESS ONLY. REVIEW AND ACCEPTANCE OF THIS FIRE ACCESS PLAN BY HBFD SHALL NOT BE CONSTRUED TO INDICATE APPROVAL OF PROJECT FOR ALL FIRE PURPOSES. A FIRE MASTER PLAN MUST BE PROVIDED AND APPROVED BY HBFD PRIOR TO BUILDING PERMIT.

Vicinity Map

N.T.S.



0' 40' 80' 120'

SCALE: 1" = 40'

13-099 June 10, 2013

FIRE ACCESS	A2.4

No.	ITEM	DATE
1	SUBMITTAL	04.02.12
2	SUBMITTAL	08.27.12
3	SUBMITTAL	11.28.12
4	SUBMITTAL	01.30.13
5	SUBMITTAL	03.26.13
6	SUBMITTAL	05.09.13
7	SUBMITTAL	06.10.13

CASE FILE NUMBERS: X X

AGENCY SUBMITTAL 06.10.13

FIRE ACCESS - SITE PLAN

NORTH

EDINGER AND GOTHARD APARTMENTS

HUNTINGTON BEACH, CA

PEDIGO SOUTH, INC.
4000 SE COLUMBIA WAY VANCOUVER, WASHINGTON, 98661

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

ATTACHMENT NO. 3.32

ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 12-003

1. PROJECT TITLE: EDINGER AND GOTHARD APARTMENTS

Concurrent Entitlements: Site Plan Review No. 12-002
Tentative Parcel Map No. 12-113
Development Agreement No. 13-002

2. LEAD AGENCY: City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Contact: Jill Arabe, Associate Planner
Phone: (714) 374-5357

3. PROJECT LOCATION: 7262, 7266, 7280 Edinger Ave.; 16001, 17091 Gothard St.
The proposed project site consists of five parcels located at the southwest corner of Edinger Avenue and Gothard Street encompassing 370,260 square feet (sf) of lot area (approximately 8.5 acres). The subject site is currently occupied by five (5) single-story industrial and commercial buildings totaling approximately 150,254 square feet of occupiable space. Current and former building occupants include a vacated appliance and decorative plumbing supply store (49,507 sf); a Lamps Plus lighting store (15,394 sf); a vacated telephone office building (24,159 sf); miscellaneous general industrial uses (14,969 sf); and the Huntington Beach Training Center indoor volleyball facility (46,225 sf). See Attachment 1 for an aerial of the project site.

4. PROJECT PROPONENT: Pedigo South, Inc.

Contact Person: Kenneth Keefe
Phone: (703) 864-0471

5. GENERAL PLAN DESIGNATION:

The project site has a General Plan Land Use designation of Mixed Use-Specific Plan-Design Overlay (M-sp-d). The M-sp-d designation permits a range of commercial and multi-family residential uses.

ATTACHMENT NO. 4.1

The exact density, location and mix of uses permitted in this designation is governed by a Specific Plan ("sp"), allowing for greater design flexibility and to address the uniqueness of a particular area.

6. **ZONING:**

The project site is zoned as Specific Plan 14 or SP-14. SP-14 is the Beach and Edinger Corridors Specific Plan (BECSP), which was adopted in March 2010. The project site is designated as Town Center Boulevard Segment of the BECSP. Development would be subject to the BECSP's Development Code for the Town Center Boulevard Segment, as applicable.

7. **PROJECT DESCRIPTION** (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The proposed project includes development of a multiple-family residential project that is four-stories with lofts, consisting of 510 units surrounding a six level, 862-space parking structure (Attachment 2) and associated infrastructure. In addition, there are 27 surface level parking spaces provided for a total of 889 spaces. More specifically, the project consists of 22 studio units, 250 one-bedroom units, 218 two-bedroom units, and 20 three-bedroom units. In addition, the project will include 51 affordable units (10% of the entire project). Of those affordable units, 43 (8.4%) will be moderate income and 8 (1.6%) will be low income. Access to the parking garage would be provided directly from Edinger Avenue and the proposed east-west connector street via Gothard Street.

The proposed project would provide 25,815 square feet of public open space. The two courtyards facing Edinger Avenue and the middle courtyard facing Gothard Street will be available for the use of the general public. Public access to these public open space areas will be provided via paseos from Edinger Avenue and Gothard Street. These public areas will be distinguished from the private use areas by the use of fencing and resident-only access gates. Additionally, the project will include a resort-style swimming pool and spa, fitness center, click café Wi-Fi area, outdoor seating areas, BBQs and clubroom. A total of 55,396 square feet of private open space would also be provided. Attachment 3 (Project Elevations), illustrates the proposed elevations of the building façade. The architectural style and color palettes will vary around the perimeter of the project at forecourts and paseos. This will articulate the appearance of several different buildings with varying architectural styles and assist in breaking down building mass.

The proposed project will include site design measures to improve downstream water quality such as flow-thru planters, filterra systems and permeable pavers to collect and treat on-site stormwater prior to leaving the site. The amount of impervious area will also be reduced from 99% to 79% by increasing the amount of open space and by using permeable paver. Treatment control BMP's associated with maintenance and operation will be implemented once the project is constructed.

The proposed project will also implement the street standards contained in the BECSP including a Classic Boulevard along Edinger Avenue and East-West Street at the project's southern boundary. The standard for the Classic Boulevard includes both street and public frontage sections. The street half-section includes the centerline of a landscaped median/turn lane and three travel lanes. The public frontage section contains a curbed landscaped separator that divides the street from the public frontage, a one-way access lane, angled parking and the sidewalk. The project's East-West connector street is located at the southern boundary of the site and intersects with Gothard Street. Primary access to the proposed project would be provided off of Edinger Avenue via separate inbound and outbound driveways that would connect to a "Classic Boulevard" along the northern frontage of the project site. Access would also be provided from Gothard Street via a driveway located on the southeast corner of the project site, which would lead to a new east-west connection road along the southern boundary of

ATTACHMENT NO. 4.2

the site. The street frontage along Edinger Avenue would be landscaped with jacaranda trees and date palms. A 12-foot scored concrete sidewalk with benches would be provided along the "Classic Boulevard," which would wrap around the corner of Edinger Avenue and Gothard Street and transition into a six-foot scored concrete walkway with a six-foot parkway.

The East-West connector street includes from north to south, a 4-foot wide scored concrete sidewalk, 5-foot wide planter, 8-foot wide parallel parking adjacent to curb, two 12-foot wide travel lanes (one in each direction, and a 5-foot wide planter to complete the section. The planters will be landscaped with brisbane box trees and groundcover.

8. CONSTRUCTION PHASING:

On-site construction activities will consist of demolition, grading, placement of piles for the foundation and construction of the parking structure and apartment buildings. Demolition of on-site buildings and horizontal improvements will take approximately 2 months. Grading of the site will follow and is projected to take approximately 3 months. The foundation design will use a pile/pier system and 2,122 cubic yards of soil will be excavated to accommodate one level of below-grade parking. The project will also require a net import of 44,261 cubic yards to compensate for the removal of four inches of asphalt pavement and to raise the project site above the Base Flood Elevation (BFE). Vertical construction will follow with the parking structure taking approximately 7.5 months and the apartment buildings about 14.5 months. The entire construction process is projected to take about 27 months.

9. SURROUNDING LAND USES AND SETTING:

The proposed project site is located in the north-central area of the City of Huntington Beach, approximately one mile south of the Interstate 405 freeway, on the southwest corner of Edinger Avenue and Gothard Street. The project site is bounded by Gothard Street to the east; Edinger Avenue to the north; a City-owned flood control channel to the west; and a privately-owned property to the south occupied by industrial-commercial buildings. Adjacent surrounding uses including the following:

- **North (across Edinger Avenue)** – Former Coco's Restaurant and a retail shopping center containing several furniture stores and other restaurants. Goldenwest Community College is located within two blocks north of the site.
- **West** – flood control drainage canal followed by a large retail Toys R Us store and Goodyear Tire Center, with a large retail shopping center throughout the immediate area farther west of the site.
- **South** – a multi-tenant commercial center containing four buildings (currently Rusty's Chips, VIP Pet Food Delivery, Manley Towing, Cookilicious, and various individual office tenants).
- **East (across Gothard Street)** – a retail commercial building (currently Orange County Mattress and LA Boxing) and two large warehouse buildings, with additional commercial/warehouse buildings throughout the area farther east of the site.

10. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

The City of Huntington Beach adopted Program EIR No. 08-008 (SCH No. 2008071143) in 2009 in conjunction with its subsequent approval of the BECSP in 2010. The Program EIR identified mitigation measures that would be applicable to individual projects within the BECSP area as

applicants submitted their projects to the City for Site Plan Review. The application requirements for Site Plan Review include preparation of a project environmental assessment form and a mitigation monitoring matrix in order to demonstrate the project's consistency with the Program EIR. This information is used by City staff to evaluate and determine whether additional environmental analysis is required for the project. Additional mitigation measures may be imposed should the findings of any additional environmental analysis require such mitigation.

11. PROJECT ENTITLEMENTS:

Site Plan Review 12-002 – To construct a residential 4-story with lofts development consisting of 510 apartment units and approximately 5,200 square foot leasing office wrapped around a 6-level parking structure.

Tentative Parcel Map No. 12-113 – The proposed project site currently consists of 5 parcels. In order to comply with the Subdivision Map Act and Chapter 253 of the City of Huntington Beach Zoning Code, a parcel map is required to consolidate the 5 existing parcels into a single 8.5-acre parcel.

Development Agreement No. 13-002 – The project will include 51 affordable units (10% of the entire project). Of those affordable units, 43 (8.4%) will be moderate income and 8 (1.6%) will be low income.

12. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e. permits, financing approval, or participating agreement):

Responsible and Reviewing Agencies

A Responsible Agency is a public agency, other than the lead agency, that has discretionary approval authority over a project. The Responsible Agencies, and their corresponding approvals, for this project include, but are not necessarily limited to, the following:

- California Regional Water Quality Control Board (Permit for dewatering during construction; and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)

Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers, but may issue permits for the project. Potential Reviewing Agencies include the following:

Regional Agencies

- Orange County Sanitation District
- South Coast Air Quality Management District
- Orange County Health Care Agency

ATTACHMENT NO. 4.A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

☐ Land Use / Planning	☒ Transportation / Traffic	☐ Public Services
☐ Population / Housing	☒ Biological Resources	☒ Utilities / Service Systems
☒ Geology / Soils	☐ Mineral Resources	☐ Aesthetics
☒ Hydrology / Water Quality	☒ Hazards and Hazardous Materials	☒ Cultural Resources
☐ Air Quality	☒ Noise	☐ Recreation
☐ Agriculture Resources	☒ Greenhouse Gas Emissions	☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or a "potentially significant unless mitigated impact" on the environment, but at least one impact (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required**. ☒

Jill Arabe — Signature

6/12/13 — Date

Jill Arabe — Printed Name

Associate Planner — Title

ATTACHMENT NO. 4.5

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. "Potentially Significant Impact" is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, preparation of an Environmental Impact Report is warranted.

4. Potentially Significant Impact Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XIX at the end of the checklist.

6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XIX. Other sources used or individuals contacted have been cited in the respective discussions.

7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach's requirements.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures.

SAMPLE QUESTION:

ISSUES (and Supporting Information Sources):	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the proposal result in or expose people to potential impacts involving:				
Landslides? (Sources: 1, 6)	☐	☐	☐	☒
Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).				

ATTACHMENT NO. 4.6

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

I. LAND USE AND PLANNING. Would the project:

a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 4, 15) ☐ ☐ ☐ ☒

Discussion: The General Plan designates the project site for Mixed Use-Specific Plan Overlay-Design Overlay (M-sp-d). The Mixed Use designation permits a range of commercial and multi-family residential uses. The project site is zoned as BECSP in the Edinger Avenue Corridor of the Town Center Boulevard Segment. The proposed project is consistent with the City's land use policies that encourage land uses that are harmonious with surrounding development, pedestrian friendly, and amenities that enhance the image and quality of life and the environment. The proposed project is consistent with General Plan and BECSP policies of enhancing the physical beauty of the area and functionality of the Edinger Avenue Corridor. In addition, the project is consistent with the Specific Plan that encourages greater residential densities in the Edinger Avenue Corridor.

The project includes a four-story residential building with lofts on the fourth-story. The residential building would surround a six-level above-ground parking structure. The proposed building height is consistent with the BECSP Section 2.3.1 (Building Height), which establishes a minimum building height of one story and maximum building height of five stories on the project site. Building heights would also be consistent with BECSP Section 2.3.2 (Special Building Height Limits), which establishes special building height limits for developments along Edinger Avenue of four stories.

In addition, as noted in the Development Agreement, the project will include 51 affordable units (10% of the entire project), which complies with BECSP Section 2.2.3 (Affordable Housing Requirements). Of those affordable units, 43 (8.4%) will be moderate income and 8 (1.6%) will be low income.

The project will be designed to comply with the City's municipal code, including the BECSP. The project is also in compliance with the BECSP MAND (Maximum Allowable Net Development). To ensure compliance, the BECSP implementing procedures require the project to undergo a Site Plan Review. In order for the Site Plan Review application to be approved, the Director of Planning and Building must make the following findings:

1. The project is consistent with the City's General Plan and all applicable requirements of the Municipal Code.
2. The project will not be detrimental to the general welfare of persons working or residing in the vicinity nor detrimental to the value of the property and improvements in the neighborhood.
3. The project will not adversely affect the Circulation Plan of this Specific Plan.
4. The project complies with the applicable provisions of the BECSP and other applicable regulations.

Approval of the proposed project's Site Plan Review application will ensure that the proposed project would not conflict with any applicable plans, policies, and regulations and will have no impact.

b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 19) ☐ ☐ ☐ ☒

ATTACHMENT NO. 4.7

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: There are no applicable habitat conservation plans or natural community conservation plans within the BECSP area, including the proposed project site. No impact would occur.

c) Physically divide an established community? (Sources: 3, 16) ☐ ☐ ☐ ☒

Discussion: The proposed project site is currently fully developed and is bounded by Edinger Avenue to the north, Gothard Street to the east, and commercial development to the south and west. A flood control channel adjacent to the project's west property line separates it from an existing single-family neighborhood abutting the southwest corner of the project site. The proposed project would not extend past the existing project site boundaries and would not encroach upon adjacent properties. The flood control channel serves as a made-made boundary between the single-family neighborhood and the project and there is no shared access or through streets. However, the project's design includes new streets, pursuant to the BECSP development code, that would link the project site to future developments and access points. Therefore, the proposed project would not result in the division of an established community. No impact would occur.

II. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 4, 15, 19) ☐ ☐ ☒ ☐

Discussion: Population and Housing were analyzed in Section 4.10 of EIR No. 08-008. The proposed project would result in a maximum of 510 dwelling units, resulting in a direct increase in population growth. The proposed project is located on a site that was not originally planned for residential development prior to the approval of the BECSP. As such, local and regional population growth projections had not anticipated population increases associated with residential development on the project site. However, the regional population plans and projects are updated approximately every five years and on the next cycle, the BECSP projections will be incorporated into the regional plans, including the project site.

BECSP Section 2.1.1 establishes the maximum amount of net new development (MAND) of residential and commercial development permitted in the BECSP, which included 4,500 residential dwelling units. Residential development on the project site was accounted for in the overall population growth analysis performed in the BECSP EIR, which assumed a maximum residential build out of 4,500 new dwelling units in the BECSP area.

Section 4.10 (Population/Housing) of the BECSP EIR No. 08-008 concluded that full build out of residential uses (4,500 dwelling units) in the BECSP area would not exceed the amount of growth assumed in the General Plan, but would exceed SCAG 2030 household projections. However, the number of dwelling units in the City in 2008 exceeds SCAG 2010 projections, thus the exceedance is an existing condition and is not a direct result of the BECSP.

Once fully occupied, the population increase as a result of the proposed project would result in a new residential population of approximately 1,362 persons. This estimate of 1,362 persons is based on the existing average household size of 2.67 persons for the City of Huntington Beach, as noted in EIR No. 08-008. The proposed project (510 residential units) accounts for approximately 11 percent of the 4,500 dwelling units ultimately approved for full build-out of the BECSP. When the MAND is reached, no further development may

ATTACHMENT NO. 4.8

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

be permitted without an amendment to the MAND provisions and environmental review. As proposed, the project is consistent with the established MAND for the BECSP, and BECSP EIR Section 4.10 (Population/Housing) concluded that population growth induced by implementation of the BECSP would not result in significant impacts. Therefore, population growth associated with the proposed project would result in a less than significant impact.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: N/A) ☐ ☐ ☐ ☒

Discussion: No residential uses currently exist on the proposed project site. Therefore, no displacement of existing housing or people would occur with implementation of the proposed project. No impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: N/A) ☐ ☐ ☐ ☒

Discussion: See II.b) above.

III. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 1, 6, 19, 23) ☐ ☐ ☒ ☐

Discussion: Geology and Soils were analyzed in Section 4.5 of EIR No. 08-008. The proposed project is not located within a designated Alquist-Priolo Earthquake Zone. No known active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed project is considered low and less than significant impacts are anticipated.

ii) Strong seismic ground shaking? (Sources: see above) ☐ ☒ ☐ ☐

Discussion: The project site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The estimated peak horizontal ground acceleration for the project site is 0.67 g and ground motions of approximately 0.57 g MCE (Maximum Considered Earthquake) and 0.34 g DBE (Design Basis Earthquake).

Potential effects associated with strong seismic ground shaking include ground failure, liquefaction, and

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

landslide. Seismically induced landslides are not considered to be a potential seismic hazard for the project site due to the lack of significant ground slopes in the vicinity of the project site. There are no known landslides near the project site, nor is the site in the path of any known or potential landslides. Review of the State of California Seismic Hazard Zones Map, Seal Beach Quadrangle, and Figure EH-7 of the Huntington Beach General Plan, Environmental Hazards Element, indicate the project site is located in an area designated as "liquefiable" or having a high to very high potential for liquefaction. According to the liquefaction analyses for the Preliminary Geotechnical Investigation prepared for the site, the alluvial soil below the site could be prone to between approximately 8.7 and 10.4 inches of total settlement during ground motions. Impacts associated with seismic hazards, including liquefaction, would be addressed through adherence to applicable regulations including the City of Huntington Beach Building Code, which has adopted the 2010 CBC, the Grading and Excavation Code, and state requirements pertaining to geologic, soil, and seismic hazards.

In addition, mitigation measure BECSP MM4.5-1, requires a soils and geotechnical report would be prepared for the proposed project and submitted to the City with the first submittal of a grading plan for the project. The design, grading, and structural recommendations of the final soil and geotechnical report will be incorporated into the proposed project's grading plan. In light of the strict regulations in place to control development of structures in a seismically active region, and the incorporation of project-specific design recommendations into project plans, the exposure to seismically induced groundshaking, and seismic-related ground failure would be less than significant with mitigation incorporated.

iii) Seismic-related ground failure, including liquefaction? (Sources: see above)	☐	☒	☐	☐

Discussion: See ii) above.

iv) Landslides? (Sources: see above)	☐	☐	☐	☒

Discussion: According to the State of California Seismic Hazard Zones Map, Seal Beach Quadrangle (CDMG), the site is not located within an area identified as having a potential for slope instability. The project site and surrounding vicinity is relatively flat with no pronounced slopes. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. No impact is anticipated.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 6, 14, 19)	☐	☐	☒	☐

Discussion: The southeastern majority of the project site is located in Flood Zone AO, defined by FEMA as a Special Flood Hazard Area (SFHA) with "areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet." In the site area, the Base Flood Elevation (BFE) for this AO zone has been calculated as 2 feet above existing grade. The remainder of the site is located in zone X, which is outside the 100-year flood zone. According to the City of Huntington Beach Zoning Code Chapter 222 "new residential construction and substantial improvement of any residential structure shall have the lowest floor including basement elevated one foot above the [BFE]." With a BFE of 2 feet above existing grade, this required additional foot of elevation will bring the lowest floor to 3 feet above existing grade in the Zone AO area. Approximately 44,261 cubic yards of soil will be brought to the site and placed as engineered fill to satisfy the elevation requirement for lowest floor

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

of the AO portion of the property and to bring the Zone X portion of the property to even grade with the Zone AO portion. The import of fill is required to elevate the portion of the project site that is within the AO zone per the City's Zoning Code and will not result in substantial topographical changes. The imported fill will also be used to replace the approximate four-inch asphalt cover on the property. This impact is less than significant.

Approximately 2,122 cubic yards of soil would be excavated to accommodate one level of below-grade parking. Grading would also expose soil to erosional processes and could result in the loss of topsoil during construction. The City's Grading and Excavation Code sets forth rules and regulations to control excavation, grading, earthwork and site improvement construction, including erosion control systems. As part of the project, a site-specific Stormwater Pollution Prevention Plan (SWPPP), which is part of the NPDES Municipal General Permit, would be prepared. Implementation of Best Management Practices (BMPs) during construction activities as required by the NPDES permit would reduce the potential for soil erosion or the loss of topsoil. Unstable soil conditions would be addressed through compliance with Grading and Excavation Code and incorporation of the recommendations of the project-specific Geotechnical Engineering Feasibility Report into the proposed project's final grading plan, as required by mitigation measure BECSP MM4.5-1. Therefore, the proposed project would have a less than significant impact relating to soil erosion and the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 6, 19)	☐	☒	☐	☐

Discussion: The Geotechnical Evaluation conducted for the project site determined that the groundwater ranges from approximately 8 and 11 feet beneath the ground surface and the proposed project should be designed with consideration of the historic high levels. It is not uncommon for groundwater levels to vary seasonally or for perched groundwater conditions to develop where none previously existed. It is anticipated that the majority of groundwater seepage that may be encountered during construction and excavation will emanate from the sand beds within the alluvial mass. Proper surface drainage of irrigation and precipitation will be critical. Due to the potential for shallow groundwater, dewatering activities could be necessary during the excavation (grading and shoring) and subgrade construction (for building foundation) stages of construction. Temporary shoring, dewatering wells, storage tanks, filters, and erosion control measures would be required to comply with the City's Grading manual (Chapter 17.05.030 of the Huntington Beach Municipal Code).

In the event that liquefaction does occur, the primary effect is expected to be ground surface settlement due to the consolidation of the liquefied material. Settlement could also be caused by loads generated by large earthmoving equipment or occur as a result of the placement of new fill or structural loads above the existing grade. A liquefaction analyses conducted for the project site indicates that the soil below the groundwater table could be prone to between 8.7 and 10.4 inches of total settlement during ground motion. Potential impacts associated with settlement would be addressed through the incorporation of specific engineering recommendations to be included in the final soils and geology report prepared for the proposed project, as required by code requirement BECSP CR4.5-1, and included in the proposed project's final grading plans consistent with mitigation measure BECSP MM4.5-1. Additionally, the proposed structures would be designed, constructed, and operated in conformance with Section 1802.2.1 (Questionable Soils) of the 2010 CBC and Title 17 Excavation and Grading Code. As such, the proposed project would not be located on an unstable geologic unit or soil that could become unstable. Therefore, there would be a less than significant impact with the incorporation of mitigation.

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 6, 19)	☐	☐	☒	☐

Discussion: According to the Geotechnical Investigation conducted for the project site, the soils anticipated to be exposed near the ground surface are considered to have a "very high" expansive potential and the soils are considered to be "expansive" based on the 2010 California Building Code (CBC) Section 1803.5.3. The proposed project will address the risks associated with expansive soil through adherence to Section 1802.2.1 (Questionable Soils) from the 2010 CBC and Title 17 (Excavation and Grading Code), as well the incorporation of recommendations of the final soils and geology study, and BECSP CR4.5-1 into the proposed project's grading plans. In order to comply with these requirements, the foundation design will utilize a pile/pier system in order to address the expansive soil issues. Existing soils will be excavated to accommodate one level of below-grade parking. Moreover, approximately 44,261 cubic yards of soil will be imported to compensate for removal of four inches of asphalt pavement and to raise the project site above the BFE. As such, potential risks to life and property associated with expansive soils would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 6, 19)	☐	☐	☐	☒

Discussion: Pursuant to the BECSP Program EIR, the entire Specific Plan area, including the proposed project site, is currently served by sanitary sewer service maintained by the City of Huntington Beach. The City would continue to provide these services to the project. No septic tanks or alternative wastewater systems are proposed. No impact would occur.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements? (Sources: 16, 17, 19)	☐	☐	☒	☐

Discussion: A Preliminary Water Quality Management Plan (WQMP) was prepared for the proposed project for the purpose of effectively mitigating impacts on downstream water quality through low impact development site design, source control, and treatment control BMPs in conjunction with operation and maintenance procedures. The WQMP was written to comply with the State Water Resources Control Board (SWRCB) Municipal NPDES Storm Water Permit, SARQCB's Order No. R8-2009-0030 as amended by Order No. R8-2010-0062, County of Orange Drainage Area Management Plan, and the City of Huntington Beach's Storm Water and Urban Runoff Management Ordinance.

The proposed project is defined as a priority project and would be required to include design BMP's per the NPDES permit, where applicable and feasible. Review and acceptance of the WQMP prior to issuance of a Precise Grading or Building permit for the proposed project would insure that operation of project would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality.

The proposed project would be subject to all existing regulations associated with the protection of water quality. The applicable waste discharge requirements (WDRs), the NPDES General Permit for construction activities, De Minimus Threat General Permit, and Municipal NPDES Permit are considered protective of

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

water quality during construction and would, therefore, prevent a substantial violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff during construction of the proposed project. These existing regulations, programs, and policies would ensure that the potential for discharge of polluted stormwater from construction sites to affect beneficial uses of receiving waters and water quality standards, where applicable, would not be substantial. Implementation of existing regulatory requirements would ensure that on-site erosion and siltation are minimized and that construction of the proposed project would not result in the exceedance of water quality standards. In addition, in accordance with mitigation measure BECSP MM4.7-1 a WQMP has been prepared. Compliance with the existing regulatory requirements described above, as well as implementation of BMPs outlined in the WQMP, would ensure that construction and operation of the proposed project would not result in the violation of water quality standards. This impact would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources: 6, 16, 17, 19)	☐	☐	☒	☐

Discussion: The Geotechnical Evaluation conducted for the project site determined that the groundwater ranges from approximately 8 and 11 feet beneath the ground surface. In the event that permanent dewatering activities are necessary on the project site, the proposed project would require coverage under the De Minimus Threat General Permit or an individual WDR/ NPDES Permit, and consequently would be subject to discharge quantity limitations, groundwater dewatering, and surface drainage. Compliance with existing regulatory requirements would ensure that permanent groundwater dewatering does not cause or contribute to a lowering of the local groundwater table that would affect nearby water supply wells, such that impacts would be less than significant.

The project site is neither a designated groundwater recharge area nor does the project site serve as a primary source of groundwater recharge. The City of Huntington Beach has two recharge facilities, the Talbert and Alamitos Barriers; neither of which would be impacted by the proposed project. Therefore, the potential for a reduction in groundwater recharge due to the proposed project would not affect City groundwater wells, resulting in a less than significant impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 16, 17, 19)	☐	☒	☐	☐

Discussion: Implementation of the proposed project would not alter the existing drainage pattern of streams or rivers and would not result in off-site erosion hazards. The project site is relatively flat with no distinct changes in elevation, is located within an entirely urbanized area, and would discharge to the City streets, underground storm drain systems, and ultimately to Huntington Harbour and the Pacific Ocean. The project site is currently approximately 99 percent impervious, consisting primarily of asphalt parking and buildings, with the remaining one percent consisting of landscaped areas. The proposed project would significantly reduce the impervious

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

area to 79 percent by introducing open spaces and permeable pavement. The proposed drainage design for the project site would use a combination of flow-thru planters, filterra systems and permeable pavers to collect on-site stormwater. These collection systems will convey the stormwater to the City's storm drain channel located along the westerly property line. This storm drain channel flows in a southerly direction into the Murdy Channel. Murdy Channel then flows southerly and discharges to the East Garden Grove Wintersburg Channel, which then flows into the Bolsa Chica Ecological Reserve, and terminates at Huntington Harbour, then to the Pacific Ocean. No on-site detention of stormwater is proposed since the proposed condition results in peak flows and volumes that are less than the existing condition.

In accordance with mitigation measure BECSP MM4.7-3 a preliminary hydrology study has been prepared. The study determined that the existing site has a peak flow of 28.53 cubic feet per second, generating a runoff volume of 130,910 cubic feet during a 24-hour, 25-year storm event. This was compared with a 24-hour, 100-year storm event for the proposed condition, which yielded a peak flow of 28.49 cubic feet per second and a volume of 129,982 cubic feet. The introduction of several open space areas allowed for a reduction in runoff for the proposed site below the runoff generated by existing condition of the 25-year storm. Low flow methods implemented into the design of the proposed project e.g., permeable pavers, filterra systems, flow-thru planters, etc., have helped maintain a lower flow for the 100-year storm proposed condition when compared to the 25-year storm of the existing condition. Implementation of the identified BMPs and mitigation measure BECSP MM4.7-4 would ensure that the proposed project would not increase peak storm event flows over existing conditions and storm drain capacity is not exceeded as a result of the proposed project. As such, the proposed project would result in less than significant impact related to water quality, erosion and runoff.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount or surface runoff in a manner which would result in flooding on or off-site? (Sources: see above)	☐	☒	☐	☐
Discussion: See IV.c) above.				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 16, 17, 19)	☐	☐	☒	☐
Discussion: See IV.c) above.				
f) Otherwise substantially degrade water quality? (Sources: 16)	☐	☒	☐	☐

Discussion: According to the preliminary WQMP prepared for the proposed project site, on-site stormwater will drain into the project's several open space areas, which would reduce runoff, biotreat/biofilter the runoff, and maintain a lower flow in the event of a 100-year storm. Filterra Roofdrain units and permeable pavers are used to treat the project site's pollutants of concern. In addition, implementation of mitigation measure BECSP MM4.7-1 requires project site drainage to be designed so as not to violate any water quality standards or waste discharge requirements, or otherwise degrade water quality. This is assured by the requirement to submit for

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

approval a site-specific WQMP prior to issuance of a precise grading or building permit. Impacts to water quality are less than significant with implementation of MM4.7-1 and the proposed project design measures mentioned above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 16, 17, 19) ☐ ☐ ☒ ☐

Discussion: The proposed project site has two flood zone designations, Zone AO and X. Flood Zone AO is defined by FEMA as a Special Flood Hazard Area (SFHA) with "areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet." Approximately half of the project site is located in Flood Zone AO. The remainder of the site is located in Zone X, which is outside the 100-year flood zone. According to the City of Huntington Beach Zoning Code Chapter 222 "new residential construction and substantial improvement of any residential structure shall have the lowest floor including basement elevated one foot above the [BFE]." The BFE for the area within the AO zone has been calculated as 2 feet above existing grade. With a BFE of 2 feet above existing grade, this required additional foot of elevation will bring the lowest floor to 3 feet above existing grade in the Zone AO area. Approximately 44,261 cubic yards of soil will be brought to the site and placed as engineered fill to satisfy the elevation requirement for lowest floor of the AO portion of the property and to bring the Zone X portion of the property to even grade with the Zone AO portion. This impact is less than significant.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: see above) ☐ ☐ ☒ ☐

Discussion: As indicated in IV.g) above, approximately half of the project site is located in the AO Zone. The proposed structures will be raised to comply with Huntington Beach Zoning Code Chapter 222. Since the existing streets are already designed to carry the 100-year flows and are not being changed by the project, the streets will continue to carry flows. The project would therefore not impede or redirect flood flows and this impact is less than significant.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 16, 17, 19) ☐ ☐ ☒ ☐

Discussion: The City of Huntington Beach is located in the lower basin of the Santa Ana River Basin. The lower basin is protected from flooding by Prado Dam, which is located 27 miles northeast of the City in Riverside County. The northern portion of the Corridor is located within the inundation area of the Prado Dam. Recently completed channel modifications along the Santa Ana River from Prado Dam to the Pacific Ocean would provide protection from inundation in the event of dam failure. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be negligible and impacts would be less than significant.

j) Inundation by seiche, tsunami, or mudflow? (Sources: 6, 16, 17, 19) ☐ ☐ ☐ ☒

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: Tsunamis are large sea waves generated by submarine earthquakes, or similar large-scale, short-duration phenomena, such as volcanic eruptions, that can cause considerable damage to low-lying coastal areas. The proposed project site is not located in an identified tsunami run-up area.

Seiches are waves, also caused by large-scale, short-duration phenomena, that result from the oscillation of confined bodies of water (such as reservoirs and lakes) that also may damage low-lying adjacent areas, although not as severely as a tsunami. Due to the lack of the presence of enclosed bodies of water in the vicinity of the subject site, seiches are not considered to be a seismic hazard to the project site.

Mudflow hazards typically occur where unstable hillslopes are located above gradient, where site soils are unstable and subject to liquefaction, and when substantial rainfall saturates soils causing failure. The proposed project has no potential for slope instability. The surrounding area is relatively flat with no pronounced slopes, and there are no known landslides near the project site nor is the project site in the path of any known or potential landslides. Therefore, the proposed project would result in a less than significant impact due to seiche, tsunami, or mudflow.

k) Potentially impact stormwater runoff from construction activities? (Sources: 16, 17, 19)	☐	☒	☐	☐

Discussion: Refer to discussion under item III. b) and IV.a) above. The proposed project would be subject to all existing regulations associated with the protection of water quality. These existing regulations, programs, and policies would ensure that the potential for discharge of polluted stormwater from construction sites to affect beneficial uses of receiving waters and water quality standards, where applicable, would not be substantial. Implementation of existing regulatory requirements would ensure that on-site erosion and siltation are minimized and that construction of the proposed project would not result in the exceedance of water quality standards during construction and a less than significant impact would occur. This impact would be less than significant with mitigation incorporated.

l) Potentially impact stormwater runoff from post-construction activities? (Sources: 1, 16, 17, 19)	☐	☒	☐	☐

Discussion: Refer to discussion under item IV.a) above. Compliance with existing regulations for the prevention of pollutants in stormwater runoff during construction and operation of the proposed project would reduce the potential for erosion within the project site.

m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 16, 17, 19)	☐	☒	☐	☐

Discussion: As discussed above, a Preliminary WQMP was prepared for the site for the purpose of effectively mitigating impacts on downstream water quality and quantity through implementation of low impact development site design, source control, and treatment control BMPs and in accordance with mitigation measure BECSP MM4.7-1 a WQMP has been prepared, which would ensure that the proposed project would

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

not increase potential for discharge of stormwater pollutants. During construction a SWPPP would be implemented to address discharge of stormwater pollutants. The project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to stormwater runoff.

n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: see above)	☐	☒	☐	☐

Discussion: Refer to discussion under item IV.a) and IV.k) through IV.m) above. The proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to stormwater runoff.

o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: see above)	☐	☐	☒	☐

Discussion: Refer to discussion under item IV.e) above.

p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: see above)	☐	☐	☒	☐

Discussion: Refer to discussion under item IV.c) above.

V. **AIR QUALITY.** The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 19, 22)	☐	☐	☒	☐

Discussion: Vista prepared an Air Quality and Global Climate Change Impact Analysis for this project, which analyzed both construction and operations-related air quality impacts and are discussed separately below.

Construction Emissions
The project-related construction emissions have been analyzed for both regional and local air quality impacts discussed below:

Construction-Related Regional Impacts
The construction-related criteria pollutant emissions for each phase are shown below in Table AQ-1. Table AQ-1 shows that the VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ project construction emissions would not exceed the SCAQMD regional thresholds of significance. Therefore, a less than significant regional air quality impact would occur during construction of the proposed project.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Table AQ-1 Construction-Related Criteria Pollutant Emissions

	Pollutant Emissions (lbs/day)					
Activity	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition	9.25	74.23	46.86	0.08	21.10	3.58
Grading	8.97	75.84	49.81	0.10	8.12	5.30
Building Construction	9.32	51.87	65.64	0.13	11.79	3.18
Paving	4.97	30.18	21.39	0.03	2.78	2.56
Architectural Coatings	67.05	3.15	7.75	0.01	1.85	0.33
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2011.11.

Construction-Related Local Impacts

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised July 2008. The LST Methodology found the primary emissions of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$.

The emission thresholds were calculated based on the North Coastal Orange County source receptor area and a disturbance of five acres, which is the nearest acreage available to the daily disturbed area. The nearest residents are located adjacent (as near as 90 feet/27 meters) and southwest of the project site. Table AQ-2 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated emissions thresholds.

Table AQ-2 Local Construction Emissions at the Nearest Off-Site Homes

	On-Site Pollutant Emissions (pounds/day)			
Phase	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	66.18	41.03	4.85	3.21
Grading	45.66	30.18	5.25	3.96
Paving	32.06	23.20	2.02	2.02
Building Construction	30.10	20.54	2.54	2.54
Architectural Coatings	2.57	1.90	0.22	2.54
SCAQMD Threshold for 27 meters (90 feet)[1]	**196**	**1,726**	**44**	**11**
Exceeds Threshold?	No	No	No	No

Notes:
[1] The estimated distance from the project site to the nearest homes is 27 meters (90 feet).
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in North Coastal Orange County.

The screening data provided in Table AQ-2 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of

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"individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following provides an analysis of potential long-term air quality impacts caused by regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Criteria Pollutant Analysis

The air quality impacts created by major on-site pollutant emitters associated with the on-going use of the proposed project has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. The results of the CalEEMod calculations for the operational regional air pollution emissions of the proposed 510-unit residential project are presented in Table AQ-2 (Operational Regional Air Pollution Emissions).

Table AQ-3 Operational Regional Air Pollution Emissions

	Pollutant Emissions (lbs/day)					
Activity	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources[1]	18.44	0.50	43.18	0.00	0.23	0.23
Energy Usage[2]	0.18	1.54	0.66	0.01	0.12	0.12
Mobile Sources[3]	0.77	1.43	7.05	0.01	1.70	0.12
Total Emissions	**19.39**	**3.47**	**50.89**	**0.02**	**2.05**	**0.47**
SCQAMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of emissions from electricity and natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: CalEEMod Version 2011.11.

As shown in Table AQ-3, the on-going operational activities for the proposed project, the VOC, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds of significance for any criteria pollutants. Therefore, less than significant long-term regional air quality impacts would occur during the on-going operations of the proposed project.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations, and toxic air contaminant impacts from on-site diesel trucks.

Local CO Emissions Impacts
To determine if the proposed project could cause emission levels in excess of the SCAQMD CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" typically occur at intersections with a Level of Service E or worse.

The Traffic Impact Analysis found that with the proposed road improvements, the proposed project would not decrease the Level of Service at any analyzed intersection to E or worse. Therefore no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Operations-Related Local Air Quality Impacts
Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. The nearest sensitive receptors that may be impacted by the proposed project are single-family homes located as near as 90 feet (27 meters) southwest of the project site.

The local air quality emissions from on-site operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in *Localized Significance Threshold Methodology*, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ from the proposed project could result in a significant impact to the local air quality. The proposed project was analyzed based on the North Coast Orange County source receptor area and a five acre project site, which is the nearest size to the proposed project available in the Look-up Tables. The nearest residents are located as near as 90 feet (27 meters) southwest of the project site. Table AQ-4 shows the on-site emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating on-site and the calculated emissions thresholds.

Table AQ-4 Local Operations Emission Levels at the Nearest Receptor

On-Site Emission Source	Pollutant Emissions (pounds/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.50	43.18	0.23	0.23
Energy Usage	1.54	0.66	0.12	0.12
On-Site Vehicle Emissions[1]	0.14	0.71	0.17	0.05
Total Emissions	2.18	44.55	0.52	0.40
SCAQMD Threshold for 27 meters (90 feet)[2]	**196**	**1,726**	**5**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] On-site vehicle emissions based on 1/10 of the gross vehicular emissions.
[2] The estimated distance from the project site to the nearest homes is 27 meters (90 feet).
Source: Calculated from EMFAC 2007 and SCAQMD's Mass Rate Look-up Tables for five acres in North Coast Orange County.

The data provided in Table AQ-2 shows that the on-going operations of the proposed project would not exceed the local NO_X, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts
Particulate matter from diesel exhaust is the predominate toxic air contaminants (TAC) in urban areas and based on a statewide average in 2000 was estimated to represent about two-thirds of cancer risk from TACs. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. The proposed project would generate a nominal number of diesel truck trips from vendors servicing the proposed project, which is anticipated to be much lower than the number of diesel truck trips generated by the existing commercial retail operations that is currently occurring on the project site. Due to an anticipated net reduction in diesel truck trips to the project site through implementation of the proposed project, a less than significant toxic air contaminant impact would occur during the on-going operations of the proposed project and no mitigation would be required.

Although not required to mitigate air quality impacts from the proposed project, mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 are required by the BECSP EIR No. 08-008.

b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 19, 22) ☐ ☐ ☒ ☐

Discussion: For the purposes of this analysis, the nearest existing sensitive receptors to the project site would be the existing single family residences approximately 90 feet from the southwest corner of the proposed project site. The local air quality emissions from construction were analyzed by utilizing Localized Significance Threshold Methodology (LST Methodology), prepared by SCAQMD. The LST Methodology found the primary emissions of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$. The maximum modeled concentrations are measured at the nearest off-site residences.

See V.a) above. None of the analyzed criteria pollutants would exceed the calculated local emission thresholds at the nearest sensitive receptors. Although not required to mitigate air quality impacts from the proposed project, implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11 would further reduce emissions and ensure that impacts to sensitive receptors would be less than significant.

c) Create objectionable odors affecting a substantial number of people? (Sources: 19, 22) ☐ ☐ ☒ ☐

Discussion: The proposed project would not implement or facilitate uses that are significant sources of objectionable odors. Potential sources of odor associated with the proposed project may result from construction equipment exhaust and application of asphalt and architectural coatings during construction activities, as well as the temporary storage of typical household solid waste (refuse) associated with residential (long-term operational) uses.. Standard construction requirements would be imposed to minimize odors from construction. Any construction-related odor emissions would be temporary, short-term, and intermittent in nature, and impacts associated with construction-related odors are expected to be less than significant. It is expected that any project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, odors associated with construction and operation of the proposed project would be less than significant.

d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 19, 20, 22) ☐ ☐ ☒ ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: Based on the air quality modeling analysis contained in Air Quality Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Quality Analysis also found that long-term operational regional and local air quality impacts and toxic air contaminants would be less than significant.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP.

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The Regional Comprehensive Plan and Guide consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Huntington Beach Land Use Plan and BECSP defines the assumptions that are represented in the AQMP.

The project site is currently designated as Mixed Use Specific Plan Design Overlay (M-sp-d) in the General Plan Land Use Plan and is located within the BECSP. The proposed project is consistent with the current land use designation and would not require a General Plan Amendment or zone change. Therefore, the proposed project would not result in an inconsistency with the current land use designation. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 19, 22)	☐	☐	☒	☐

Discussion: If an area is designated nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard for the region. If a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant impact. The project is located in the South Coast Air Basin, which is designated nonattainment for PM_{10}, $PM_{2.5}$, NO_2, and ozone. The regional air modeling performed for the proposed project and detailed above in Tables AQ-1 and AQ-3 shows that the proposed project would not exceed the SCAQMD regional emissions thresholds for any of the nonattainment pollutants. Therefore, the proposed project's cumulative impacts would be less than significant.

The project site is located within the area covered by the Beach and Edinger Corridors Specific Plan (BECSP) and analyzed in the Beach and Edinger Corridors Specific Plan Environmental Impact Report (BECSP EIR). The BECSP EIR found that if all projects covered within the Specific Plan area were to be constructed simultaneously, this would result in a significant unavoidable impact. The BESCP EIR provided Mitigation Measures BECSP MM4.2-1 through BECSP MM4.2-14, to reduce this impact, however not to less than

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significant levels. When the City of Huntington Beach approved the BECSP on March 1, 2010, it adopted a Statement of Overriding Considerations that addresses this significant unavoidable impact and supported it decision based on substantial information provided in the FEIR.

Although not required to mitigate air quality impacts from the proposed project, mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14, identified in the BECSP EIR, shall be implemented (and complied with prior to issuance of any grading permit) as part of the proposed project to further reduce nonattainment criteria pollutant air emissions generated by construction activities associated with the proposed project and ensure that cumulative impacts to nonattainment criteria pollutants would be less than significant.

VI. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Sources: 19, 29)	☐	☒	☐	☐

Discussion: Arch Beach Consulting prepared a Traffic Impact Analysis (TIA) for the proposed project. The TIA included nine study intersections, including two CMP intersections of I-405 southbound ramps/Center Avenue and Beach Boulevard (SR 39)/Edinger Avenue. Weekday daily, a.m. and p.m. peak hour trip generation estimates for the proposed project (510 DUs of apartments) and the existing uses on the site were developed using trip rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition.* Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table T-1.

Table T-1 Project Trip Generation Estimates

Land Use	Size[1]	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
TRIP RATES								
- Apartment (220)	per DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
- General Light Industrial (110)	per TSF	6.97	0.81	0.11	0.92	0.12	0.85	0.97
- Recreational Community Center (495)	per TSF	22.88	0.99	0.63	1.62	0.54	0.91	1.45
- Single Tenant Office Building (715)	per TSF	11.57	1.60	0.20	1.80	0.26	1.47	1.73
- Home Improvement Superstore (862)	per TSF	29.80	0.72	0.54	1.26	1.14	1.23	2.37
- Discount Home Furnishing Superstore (869)	per TSF	20.00	0.36	0.21	0.57	0.83	0.74	1.57
TRIP GENERATION								
Proposed Project								
Apartment	510 Dus	**3,392**	**52**	**208**	**260**	**206**	**111**	**317**

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ISSUES (and Supporting Information Sources):				Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated		Less Than Significant Impact		No Impact
Existing Land Uses									
General Light Industrial	14.969	TSF	104	12	2	14	2	13	15
Recreational Community Center	46.225	TSF	1,058	46	29	75	25	42	67
Single Tenant Office Building	24.159	TSF	280	39	5	43	6	36	42
Home Improvement Store	49.507	TSF	1,475	36	27	62	56	61	117
Discount Home Furnishing	15.394	TSF	308	6	3	9	13	11	24
Subtotal	150.254	TSF	**3,225**	**138**	**66**	**204**	**102**	**163**	**265**
Difference (Proposed minus Existing Uses)									
NET TRIP INCREASE/DECREASE			**167**	**-86**	**142**	**56**	**104**	**-52**	**52**

Source: Traffic Impact Analysis for Archstone Edinger Apartments, 2012
Note: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008.

[1] DU = Dwelling Unit; and, TSF = Thousand Square Feet.

According to the table, the proposed project would generate approximately 3,392 daily trips, 260 a.m. peak hour trips (52 inbound and 208 outbound), and 317 p.m. peak hour trips (206 inbound and 111 outbound). The existing land uses on the site have the potential to generate approximately 3,225 daily trips, 204 a.m. peak hour trips (138 inbound and 66 outbound), and 265 p.m. peak hour trips (102 inbound and 163 outbound). Therefore, the net new trips added by the project would be approximately 167 net new daily trips, 56 net new a.m. peak trips (-86 inbound and 142 outbound), and 52 net new p.m. peak hour trips (104 inbound and -52 outbound).

Based on the analysis methodology described in the TIA, the Existing plus Project and Opening Year 2015 plus Project traffic volumes were input into the *Traffix* (ICU) and *Synchro* (HCM) LOS software to determine the intersection ICU, delay, and LOS values. The results of the Existing plus Project and Opening Year 2015 plus Project intersection LOS analysis and LOS calculation sheets are provided in Appendix B of the TIA.

Based on the analysis, the project would not contribute to a decrease in the level of service of any study intersections. The Caltrans intersection of Beach Boulevard (SR 39)/Edinger Avenue is forecast to continue to operate with unsatisfactory LOS (LOS E) in both peak hours under Caltrans' HCM methodology with addition of the proposed project for existing conditions and in the PM peak hour for the Opening Year (2015) scenario. Mitigation measures and/or improvements would be required by Caltrans when significance thresholds using the HCM methodology are met (i.e., contribution of traffic to LOS E or F conditions using HCM methodology). All other study intersections are forecast to continue to operate with satisfactory LOS with addition of the proposed project at LOS D or better in both peak hours under the ICU and HCM methodologies.

The Beach and Edinger Corridors Specific Plan (BECSP) TIA has already indicated that the Beach/Edinger intersection would be significantly and cumulatively impacted in the BECSP TIA's 2016 and 2030 traffic conditions. Because the project would contribute traffic to the deficient LOS of the Beach/Edinger intersection, mitigation measures prescribed in the BECSP TIA would be applicable. The mitigation measures require payment of a project's fair share toward the construction of improvements to intersections, including the Beach/Edinger intersection, that would be significantly impacted by traffic resulting from development projects under the BECSP. Specifically, Mitigation Measures MM 4.13-10 and 4.13-11 require payment of fair-share towards the construction of a fourth northbound through lane on Beach Boulevard and payment of fair-share towards the construction of a third westbound through lane on Edinger Avenue.

With implementation of the mitigation measures, traffic impacts would be less than significant.

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 19, 29)	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources: 19, 29)	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 29)	☐	☐	☒	☐

Discussion: See item VI. a) above.

Discussion: The project area is not located within 2 miles of a public or private airstrip. However, a private heliport with a helipad is located 1.1 miles north of the project site at the northwest corner of Hoover Street and Bolsa Avenue and an existing helipad 1.7 miles south of the proposed project site on the rooftop of the sixteen-story office tower at the southwest corner of Beach Boulevard and Warner Avenue. A helipad is a designated area, including buildings or facilities, intended to be used for the landing and takeoff of helicopters.. The proposed project would not result in a change to the air traffic patterns of this heliport or helipad. The project does not propose any structures of substantial height that would interfere with existing airspace or flight patterns. Therefore, no impact would occur.

Discussion: The proposed project would not substantially increase hazards due to design features or incompatible uses nor would the project result in inadequate emergency access. The proposed project would provide primary access off Edinger Avenue via separate inbound and outbound driveways that access a "Classic Boulevard" along the northern frontage of the site. A secondary full-access driveway would be located on Gothard Street, at the southeastern corner of the site which would also provide direct access to the project's internal parking structure and on-street loading/move-in areas.

Internal circulation would occur in three distinct areas: 1) the "Classic Boulevard" (i.e., frontage road) along the south side of Edinger Avenue; 2) the road along the southern boundary of the project site with access to Gothard Street; and, 3) within the on-site parking structure. All internal street geometries will be designed to the City's roadway and access standards.

The "Classic Boulevard" will act as a frontage road to Edinger Avenue and allows for separated maneuvers, such as on-street parking, away from the through traffic on Edinger Avenue. This street would be designed as a one-way (eastbound) street with diagonal parking for 17 cars along the south side. At the western end of the Classic Boulevard, the project would utilize an existing driveway to serve as the unsignalized inbound-only access from Edinger Avenue. Towards the eastern end of the site, approximately 240 feet west of the Gothard Street/Edinger Avenue intersection, the project would provide an unsignalized outbound-only driveway with a right-turn only movement.

Along Gothard Street, the proposed project would also create a driveway just north of Lorge Circle (on the east

side of Gothard Street). This would connect to an "East-West Connection" road that would provide access to the southern entrance of the internal parking structure. In addition, on-street loading/move-in parking areas will be provided on the north side of the street. This street would end in a cul-de-sac with a 40 foot turning radius. Emergency vehicle-only access would be provided along an access road that traverses the entire length of the west side of the project site, and would connect Edinger Avenue and the East-West Connector road.

Accident rates were calculated for the segment on Edinger Avenue between proposed driveways, and on Gothard Street at the intersection with Lorge Circle. Accident history was examined to determine the current operational conditions at these locations and to assess the necessity to provide measures to treat potential project related traffic issues at the proposed access locations. Based on the daily traffic volume of 29,000 vehicles per day and the calculated accident rate of 3.3 on Edinger Avenue without the project, the segment along the project's frontage would qualify for left turn treatments based on the California Manual of Uniform Traffic Control Devices (MUTCD) standards. Based on the vehicular volume, accident rate, and type of accidents, a painted or raised median with left turn lanes would be an appropriate measure to implement on Edinger Avenue to access the project site. To accommodate a westbound left turn lane into the project site on Edinger Avenue, the existing Shopping Center West Driveway would need to have restricted turn movements, thus be converted to a right turn in-out only driveway. The eastbound left turn ingress and southbound left turn egress at this driveway would be relocated to the existing Shopping Center East Driveway, located approximately 235 west of the intersection at Gothard Street. This would leave room for a raised or painted median with back-to-back left turn lanes on Edinger Avenue that would provide approximately 92 feet of storage for the westbound left turns into the project site, and 92 feet of storage for the eastbound left turns into the Shopping Center (with a 75 foot transition in the raised median).

The accident rate at Gothard Street/Lorge Circle was calculated to be 0.13. The state rate for a similar facility is 0.14, indicating no apparent operational issues exist at this location with the existing facilities and geometries.

A queuing analysis has been prepared for the analysis of the project driveways for the Opening Year 2015 plus Project a.m. and p.m. peak hours. The following driveways were analyzed:

- Project Inbound Driveway/Edinger Avenue
  - Westbound left turn storage
- Shopping Center (across Edinger Avenue) West Driveway/Edinger Avenue
  - Southbound right turn storage
- Shopping Center (across Edinger Avenue) East Driveway/Edinger Avenue (restricted to right-turn in/out only access)
  - Southbound left turn storage
  - Southbound right turn storage
  - Eastbound left turn storage
- Project Outbound Driveway/Edinger Avenue
  - Northbound right turn storage
- Gothard Street/Project Driveway
  - Northbound left turn storage
  - Eastbound left and right turn storage

Edinger Avenue Driveways

As discussed above, based on the daily traffic volumes and the calculated accident rate of 3.3 without the project, a painted or raised median with turn lanes would be warranted, and would be an offsite improvement required to be incorporated with the project per the BECSP. Therefore, the following improvements are recommended:

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

- Per the MUTCD construct a painted or raised median with a two-way (back-to-back) left turn lane to provide access to the project site (westbound left turn lane), and to the shopping center (eastbound left-turn lane). This painted or raised median would have left turn storage lanes of approximately 92 feet with a 75 foot transition/raised median). The minimum improvement should be the installation of a painted median. This would restrict access at the westerly driveway of the shopping center across Edinger Avenue to a right turn in-out only driveway, and move eastbound left turn ingress and southbound left turn egress from the shopping center to the existing full-access driveway to the east approximately 180 feet (approximately 235 feet west of Gothard Street).

Gothard Street/Lorge Circle – Project Driveway Intersection
Since an offset would be created between the project connector road and Lorge Circle, an examination of the existing and project traffic was conducted to determine if the connector road location would result in operational issues on Gothard Street.

However, the land uses surrounding Lorge Circle are retail/commercial and/or light industrial (i.e., non-residential), and would have a "complementary" peaking access circulation pattern as the proposed residential project. For example, during the morning commute peak hour, there would be a queue on the southbound left turn lane for employees entering the non-residential uses on Lorge Circle. As shown in the queuing analysis above, there would be no queue associated with the proposed residential project for the opposing northbound left turn movement. Conversely, during the afternoon/evening peak commute hour, there would be a queue (54 feet) on the northbound left turn lane for residents returning to the project site, while there would be no queue on the southbound left turn lane as employees from Lorge Circle would be leaving the area making a predominant westbound right turn to northbound Gothard Street.

Therefore, continuing to use the existing lane configuration and striping is not anticipated to result in operational issues on Gothard Street. Although not required to address project impacts, the City could implement a marked two-way left turn lane in the vicinity of the connector road and Lorge Circle to accommodate the vehicle movements for both the project connector road and Lorge Circle. This may enhance vehicle movements, but it is not necessary to implement to minimize significant hazardous features.

e)	Result in inadequate emergency access? (Sources: see above)	☐	☐	☒	☐

Discussion: See VI.a) and VI.d) above. The project will comply with street regulations including fire lane access and Beach and Edinger Corridors Specific Plan requirements. Additionally as described in VI.d) above, the project does not result in any hazardous design features that would result in adequate emergency access. Therefore, the impacts are less than significant.

f)	Result in inadequate parking capacity? (Sources: 15, 29)	☐	☐	☒	☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: The amount of parking provided on the proposed project site would be designed to comply with the Parking Regulations established in BECSP Section 2.1.6 for the Town Center Boulevard designation. The proposed project requires 749 parking spaces and will provide 862 spaces within an internal six level parking structure along with 27 surface spaces for a total of 889 spaces.

The proposed project would provide primary access off Edinger Avenue via separate inbound and outbound driveways that access a "Classic Boulevard" along the northern frontage of the site. A secondary street would be located on the southeastern corner of the site which would also provide direct access to the project's internal parking structure. Compliance with city requirements and the site plan review process would ensure impacts related to parking are less than significant.

g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources: 15, 29)	☐	☐	☒	☐

Discussion: The proposed project would be located in close proximity to public transportation and is easily walkable to nearby shopping. The Orange County Transportation Authority (OCTA) provides bus service in the City. OCTA operates Bus Route 70 with stops along Edinger Avenue on both sides of Gothard Street. At Goldenwest Street, the 70 bus connects with Bus Route 25 which provides service along Goldenwest Street throughout the City. Bus Route 70 also connects with Bus Route 29 along Beach Boulevard which also provides continuous service throughout the City. Bus Route 70 also travels on Gothard Street between McFadden Avenue and Edinger Avenue with stops along the way. At McFadden Avenue, the 70 bus connects with Bus Route 66 which has stops along McFadden Avenue. In addition, the OCTA Goldenwest Transportation Center is located at Gothard St. and Center Ave.

Currently, there are continuous sidewalks along both sides of Edinger Avenue and Gothard Street throughout the study area, with marked pedestrian crosswalks with pedestrian phasing at all signalized intersections and a proposed north-south pedestrian path along the western property line.

The project would promote and allows for the use of alternative transportation modes. Accordingly, the proposed project is compatible with adopted policies, plans and programs regarding alternative transportation and this impact would be less than significant.

VII. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S, Fish and Wildlife Service? (Sources: 19)	☐	☒	☐	☐

Discussion: According to the Generalized Habitat Area map, Figure ERC-2 of the Huntington Beach General Plan Environmental Resources/Conservation Element, no riparian habitat, sensitive habitats, or natural communities are located within the project site. In addition, the site is already developed and 99% of the site is impervious. As a result, no suitable habitat for sensitive mammal, reptile, amphibian, or fish species exists

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

within the project site. Furthermore, the BECSP EIR concluded that no endangered, rare, threatened, or special-status plant or wildlife species, or their associated habitats designated by the U.S Fish and Wildlife Service (USFWS) Endangered and Threatened Species List, California Department of Fish and Game's (CDFG), or California Native Plant Society (CNPS) are known to occur within the BECSP area. As the proposed project site is included within the BECSP area, this condition would apply to the project site.

Vegetation on the project site is limited to trees and landscaping associated with the existing commercial uses. There are 35 existing trees on the project site that will be removed. However, 264 trees are proposed on the project site. There is the potential that birds protected under the Migratory Bird Treaty Act (MBTA) are nesting within existing trees. Prior to any construction activities occurring between February 15 and August 31 annually (breeding season), a nesting bird survey would be conducted as required by mitigation measure BECSP MM4.3-1. In the event that active nests are identified within 250 feet of the construction site, a 100-foot no work buffer would be maintained between the nest and construction activity. This survey would be submitted to the City of Huntington Beach prior to issuance of a grading permit. As such, implementation of mitigation measure BECSP MM4.3-1 would ensure protection of migratory bird species and habitat through focused surveys and the proposed project would result in a less than significant impact.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 19)	☐	☐	☒	☐

Discussion: According to the Generalized Habitat Area map, Figure ERC-2 of the Huntington Beach General Plan Environmental Resources/Conservation Element, no sensitive natural communities are located in the BECSP area. No riparian habitat exists within the BECSP area, including the proposed project site. Furthermore, the project site is developed and could not support riparian habitat or other sensitive natural communities. As such, the proposed project would not have a direct effect upon any riparian habitat or other sensitive natural communities. This is considered a less than significant impact.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 19)	☐	☐	☐	☒

Discussion: There are no wetlands within the project site, as defined by the Clean Water Act or the Fish and Game Code of California. The proposed project would result in no impact to federally protected wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 19)	☐	☒	☐	☐

Discussion: The BECSP area does not function as an important regional wildlife corridor because it has been developed, paved, landscaped, and/or graded. This is true of the proposed project site. The project site and

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

areas immediately surrounding the project site are highly urbanized, and are considered to be fully built out with commercial and residential development. As such, with the possible exception of migratory birds, the BECSP area and the proposed project site do not fit into an identified wildlife movement category (travel route, wildlife corridor, or wildlife crossing).

Birds protected under the MBTA may potentially be nesting within existing trees. Prior to any construction activities occurring between February 15 and August 31 annually (breeding season), a nesting bird survey would be conducted as required by mitigation measure BECSP MM4.3-1. In the event that active nests are identified within 250 feet of the construction site, a 100-foot no work buffer would be maintained between the nest and construction activity. Consultation with the CDFG and USFWS is also encouraged. This survey would be submitted to the City of Huntington Beach prior to issuance of a grading permit. As such, implementation of mitigation measure BECSP MM4.3-1 would ensure protection of migratory bird species and habitat through focused surveys and the proposed project would result in a less than significant impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources:14, 16) ☐ ☐ ☒ ☐

Discussion: Biological resources on the project site are limited to trees and landscaping. The City of Huntington Beach Tree Ordinance (Chapter 13.50 of the Huntington Beach Municipal Code) requires the applicant to obtain a permit from the Public Works Department for any activity that may disturb trees of any kind. The City's Tree Ordinance requires submittal of a landscape plan demonstrating compliance with current code requirements and the replacement of existing mature healthy trees to be removed at a minimum of 2:1 ratio with 36-inch box or palm equivalent. Approval of trimming, removing, or replacing trees by the Director of Public Works in association with replacement requirements would ensure that the proposed project would not conflict with any local policies or ordinances protecting biological resources. The proposed project would result in a less than significant impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 14, 16) ☐ ☐ ☐ ☒

Discussion: No habitat conservation plan or natural community conservation plan is applicable to the BECSP area, including the proposed project site, and no impact would occur due to conflict with a plan.

VIII. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 19, 23) ☐ ☐ ☐ ☒

ATTACHMENT NO. 4.30

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: The City of Huntington Beach General Plan does not indicate that there are any mineral resources in or near the project site. The California Geological Survey (CGS) did not map any mineral resources in the immediate vicinity of the proposed project site or within the immediate vicinity of the proposed project site. The proposed project would not involve the extraction of mineral resources that would result in loss of availability of any mineral resource that would be of value to the region. In addition, the project site is not designated as an important mineral resource recovery site in the City of Huntington Beach General Plan or any other land use plan. The proposed project would not involve the extraction of mineral resources that would result in the loss of availability of a locally-important mineral resources recovery site. There would be no impact.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: see above)	☐	☐	☐	☒

Discussion: See VIII.a) above.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 19, 24, 25) ☐ ☐ ☒ ☐

Discussion: The exposure of the public or the environment to hazardous materials could occur in the following ways as a result of the project: improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors. The types and amounts of hazardous materials would vary according to the nature of the activity at the project site. Hazardous materials regulations were established at the state level to ensure compliance with federal regulations intended to reduce the risk to human health and the environment from the routine use of hazardous substances.

To ensure that workers and others at the project site are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, employers and businesses are required to implement existing hazardous materials regulations, with compliance monitored by state (e.g., Occupational Safety and Health Administration [OSHA] in the workplace or the Department of Toxic Substances Control [DTSC] for hazardous waste) and local jurisdictions (e.g., the Huntington Beach Fire Department [HBFD]). Adherence to existing hazardous materials regulations would ensure compliance with existing safety standards related to the handling, use and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (Resource Conservation Recovery Act [RCRA], California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services [DHS], Centers for Disease Control and Prevention, and National Institutes of Health).

The proposed project does not include a component that would normally introduce hazards or hazardous materials to the project site as it only includes the development of residential dwelling units. Hazardous materials typically associated with residential uses include cleaning products as well as typical maintenance supplies.

The operation of the proposed project would not require the handling of hazardous or other materials that would result in the production of large amounts of hazardous waste. The construction phase of the proposed project may generate hazardous and/or toxic waste. Federal, state, and local regulations govern the disposal of wastes identified as hazardous, which could be produced in the course of demolition and construction. Asbestos, lead, or other hazardous materials encountered during demolition or construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste. Should the use and/or storage of hazardous materials at the project site rise to a level subject to regulation, those uses would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous material accidents resulting from routine use, disposal and storage of hazardous materials on the project site during both the construction and operation phases of the project to a less than significant level.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous ☐ ☒ ☐ ☐

ATTACHMENT NO. 4.32

materials into the environment? (Sources: 19, 24, 25, 26, 27)

Discussion: Demolition, grading, excavation activities and ultimately, occupancy as a residential land use could result in the exposure of construction personnel and future residents to hazardous substances in the soil and/or groundwater. Exposure to hazardous substances could occur from soil contamination caused by historic uses on the site, migrating contaminants originating at nearby listed sites, or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

A Phase I Environmental Site Assessment (ESA) report and a Phase II Limited Subsurface Soil and Groundwater Investigation Report were prepared, as required by mitigation measure BECSP MM4.6-1, to investigate the potential for contamination to be encountered during development. The Phase I report, completed by Blackstone Consulting in January 2012, revealed that a former chrome and nickel plating facility located at 16091 Gothard Street for approximately 19 years presents the potential for elevated contaminants to exist in the subsurface areas below the processing equipment inside the building. While the processing surface areas and equipment were decommissioned under an approved facility closure plan, there is no record of the collection of samples from the areas beneath the process equipment. Based on the type of operations performed, the duration of the operations, the absence of the sampling below the processing equipment during decommissioning activities, and the proposed redevelopment of the site into a residential use, the former plating operations are considered a recognized environmental condition.

In conjunction with preparation of the limited Phase II ESA, on January 17, 2012, Blackstone completed soil borings in the vicinity of the reported plating lines, the former hazardous materials storage area, and in locations hydraulically upgradient and downgradient relative to the former plating operations on the site. The summary findings of the investigation of the soil and groundwater testing revealed the following:

VOCs in Soil Samples - No detectable concentrations of VOCs were found in any of the soil samples.

CCR Metals in Soil Samples - For the CCR metals, one soil sample (B-11-3') contained elevated lead at a concentration exceeding the 80 mg/kg Residential CHHSL and the 1,000 mg/kg CA TTLC. If excavated from the site, this soil would require management as a CA hazardous waste.

VOCs in Groundwater – Several chlorinated VOCs were found at concentrations exceeding the CA MCLs in three (B-8-W, B-11-W and B-12-W) of the four groundwater samples. No VOCs were found in the grab groundwater sample collected from boring B-4. Based on the reported southwesterly groundwater flow direction, boring B-4 is located hydraulically upgradient of the other borings where VOCs were detected in the grab groundwater samples.

CCR Metals in Groundwater – None of the CCR metals were detected in the groundwater samples at concentrations exceeding their respective CA MCLs.

Based on the findings of this Limited Subsurface Soil and Groundwater Investigation, groundwater beneath the site has been affected by chlorinated VOCs at concentrations exceeding the CA MCLs established for drinking water. Although no VOC source area was discovered in the soil samples collected as a part of the limited investigation, the absence of VOCs in the groundwater sample collected from B-4, which is hydraulically upgradient of the B-8, B-11, and B-12 well locations, suggests that the VOCs may have originated from a yet undiscovered onsite release to soil from the former plating operations.

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In order to further characterize the horizontal and vertical extent of contamination, a supplemental site investigation is required to determine the corrective actions needed based on residential occupancy of the project site. Based on the results of further site investigation, a Human Health Risk Assessment (HHRA) will be prepared based on the proposed land use. Additionally, a Corrective Action Plan (CAP) will be prepared to identify areas of soil or groundwater which require remediation to meet the land use human health goals. Such remedies may include targeted soil excavation, groundwater remediation, and the installation of an environmental vapor barrier beneath the proposed site structures. The remedies may be performed prior to or concurrent with related stages of construction and occupancy once the necessary mitigations for the protection of the health of residents have been completed. The environmental work will be performed under the oversight of the appropriate local environmental agency, such as the Santa Ana Regional Water Quality Control Board, and will be performed by appropriately licensed and qualified geologists and engineers. Based on this and compliance with BECSP MM4.6-1 and MM4.6-2, the environmental condition will be less than significant.

The demolition of existing structures could result in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. These requirements include: SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403); Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the CCR; Part 61, Subpart M, of the CFR (pertaining to asbestos); and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the state Department of Health Services. In addition, California Occupational Safety and Health Administration (Cal-OSHA) has regulations concerning the use of hazardous materials including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation.

Development of the proposed project would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on the project site. As common maintenance products and chemicals would be used in conformance with warning labels and storage recommendations from the individual manufacturers, these hazardous materials would not pose any greater risk than at any other similar development. Through development of the proposed project, hazardous materials could be stored within the project site, but the materials would generally be in the form of routinely used common chemicals.

The limited Phase II prepared for the proposed project did not make a determination that testing for the presence of methane gas is necessary. However, the proposed project site is within the Huntington Beach Methane Mitigation District and, therefore, based on Fire Department review of the project and in accordance with BECSP MM4.6-3 and with 17.04.085 of the City's Building Code a sub-slab methane barrier and vent system will be required. Specifically, the proposed project is required to comply with HBFD Specification No. 429, Methane District Building Permit Requirements. As part of this process, should soil testing detect significant amounts of methane, grading and building plans shall reference a sub-slab methane barrier and vent system will be installed at the project site per City Specification No. 429, prior to plan approval. If required by the HBFD, additional methane mitigation measures to reduce the level of methane gas to acceptable levels shall be implemented.

Impacts associated with hazardous materials will be less than significant with implementation of BECSP

ATTACHMENT NO. 4.3A

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

MM4.6-2. In order to comply with this mitigation measure, a HHRA and CAP will be prepared and submitted to the appropriate oversight agencies, including the HBFD for review and approval. Impacts from methane will be less than significant with implementation of BECSP MM4.6-3 and City Specification No. 329.

c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: As identified in Figure 4.6-2 of EIR No 08-008, Golden West Community College is located on the north side of Edinger Avenue, across from the project site. Construction activities would involve the utilization of diesel-powered trucks and equipment, which would result in temporary diesel emissions that have been determined to be a health hazard. Operation of residential uses of the proposed project would include the handling and/or storage of potentially hazardous materials; however, the types of hazardous materials anticipated would be limited to regulated types and quantities such as household cleaners and landscaping chemicals. Compliance with all applicable local, state, and federal laws and regulations would regulate, control, or respond to hazardous waste, transport, disposal, or clean-up in order to ensure that hazardous materials do not pose a significant risk to Golden West Community College. There are no additional schools within 0.25 mile of the project site. If ground contamination is found at the project site before or during construction of the project, the implementation of the CAP described in IX.b) above would ensure the health and safety of all students, staff, and visitors at the Community College and impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 13, 19) ☐ ☐ ☒ ☐

Discussion: A Phase I ESA was prepared in January 2012 by Blackstone Consulting LLC. The Phase I identified 5 former underground storage tanks (USTs) on the project site, including one 1,000-gallon diesel UST and one 4,000-gallon diesel UST on the 7280 Edinger Avenue property, and two 2,000-gallon gasoline USTs and one 2,000-gallon diesel UST on the 16091 Gothard Street property. All of the USTs were removed from the project site under the permit and oversight of the Orange County Health Care Agency (OCHCA), the lead agency, and each has been granted closure with no further action. Based on status, these former USTs are not considered a significant environmental concern for the site. Should a small amount of impacted soil be encountered during excavation, it will be disposed of in an appropriate manner under state manifest.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or pubic use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 19) ☐ ☐ ☒ ☐

ATTACHMENT NO. 4.35

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: The proposed project would not interfere with airport or aircraft operations as the nearest airport to the project site is the Joint Forces Training Center Los Alamitos located approximately 10 miles northwest of the project site. There are no private airstrips in the nearby vicinity; however, there is a private heliport with a helipad located 1.1 miles north of the project site at the northwest corner of Hoover Street and Bolsa Avenue and an existing helipad at the southwest corner of Beach Boulevard and Warner Avenue, approximately 1.7 miles south of the project site, on the rooftop of the sixteen-story office tower. A helipad is a designated area, including buildings or facilities, intended to be used for the landing and takeoff of helicopters. Safety issues include hazards posed to aircraft from structures located within navigable airspace and crash hazards posed by helicopters to people and property on the ground. However, the existence of such a facility does not necessarily represent an impending impact for residents. Implementation of the proposed project would increase the number of residents potentially exposed to helipad safety hazards. Conversely, helipads also represent a safety feature on tall buildings in that they can be used during emergencies, such as a fire in the building. Operation of the existing heliport and helipad is required to comply with requirements of the Federal Aviation Administration (FAA), the Airport Land Use Commission (ALUC) for Orange County, and Caltrans/Division of Aeronautics, in addition to any other local requirements. As such, this impact would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: see above) ☐ ☐ ☐ ☒

Discussion: See IX.e) above.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: As required by law, the proposed project would be required to provide adequate access for emergency vehicles. Additionally, development would be required to regulate the storage of flammable and explosive materials and their transport within the project site, and would comply with applicable Uniform Fire Code regulations for issues including fire protection systems and equipment, general safety precautions, and distances of structures to fire hydrants. Temporary short-term construction impacts on street traffic adjacent to the project site due to roadway and infrastructure improvements and the potential extension of construction activities into the right-of-way could result in a reduction of the number of lanes or temporary closure of segments of Edinger Avenue or Gothard Street. Any such impacts would be limited to the construction period of the project and would affect only adjacent streets or intersections. It is not expected that this would have a significant impact on response plans. However, mitigation measure BECSP MM4.6-4 further ensures that emergency response teams for the City of Huntington Beach, including HBFD and Huntington Beach Police Department (HBPD) would be notified of any lane closures during construction activities on the project site and that a minimum one lane would remain open at all times to provide adequate emergency access to the site and surrounding neighborhoods. The proposed development would provide adequate access for emergency vehicles, and the proposed project would result in a less than significant impact.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☐ ☒

ATTACHMENT NO. 4.36

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

(Sources: 19)

Discussion: The project site and surrounding area are characterized by features typical of the urban landscape and include commercial uses. As discussed in the previously certified EIR No. 08-008, no wildlands exist within the immediate vicinity of the proposed project site. Consequently, development of the proposed project would not result in an impact due to the exposure of people or structures to hazards associated with wildland fires. There would be no impact.

X. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 14, 19, 30)	☐	☐	☒	☐

Discussion: The proposed project has the potential to result in events that may exceed permitted noise levels. The primary sources of noise associated with the proposed project would be construction activities and project-related traffic volumes. Secondary sources include increased human activity throughout the project site. The closest noise sensitive receptors to the project site would be the single-family residential neighborhood abutting the southwest corner of the project site. The USEPA has compiled data regarding the noise generating characteristics of typical construction activities. These data are presented in Tables 4.9-7 (Noise Ranges of Typical Construction Equipment) and 4.9-8 (Typical Outdoor Construction Noise Levels) of EIR No. 08-008. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. The foundation design of the project calls for the use of piles due to expansive soil conditions. The project intends to use bore-type augering which can operate at 75dB(A) at 50 feet with a silenced-type diesel compression muffler. The residential neighborhood southwest of the project site could experience noise levels up to 86 dBA L_{eq} as a result of construction activities.

Under Section 8.40.090(d) (Special Provisions) of Chapter 8.40 of the City's Municipal Code, noise sources associated with construction are exempt from the requirements of the Municipal Code, provided that the project developer has acquired the proper permit(s) from the City and construction activities do not occur between the hours of 8:00 P.M. and 7:00 A.M. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. As construction would not occur except during the times permitted in the Noise Ordinance, and as Section 8.40.090(d) of the Municipal Code allows construction noise in excess of standards to occur between these hours, the proposed project would not violate established standards. Implementation of identified mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would reduce temporary construction noise impacts, and construction-related noise would be less than significant.

SSA Acoustics (SSA) prepared a noise study for the proposed project in order to quantify the existing and future noise environment and vibration levels at the proposed site. Noise measurements were taken at 5 locations (four short-term and one long-term) on the project site between Wednesday, December 21, 2011 and Thursday, December 22, 2011.

The predominant noise at the project site is vehicle noise from Edinger Avenue and to a lesser extent, the surrounding community. Vehicle noise is typically from automobiles traveling to and from the residential areas and to the east and west to patronize commercial business. This traffic is intermittent and individual events were from 5 – 10 dB(A) above the ambient average level. The calculated LDN value as a result of these LEQ measurements is 68 dB(A) which is above the city standard of 50 dBA (7 a.m. – 10 p.m.) and 55 dBA (10 p.m. – 7 a.m.). The noise study indicates that typical residential construction methods will achieve the 45 dB(A)

interior noise standard.

In addition, recommendations from the Noise Study will be incorporated into the project. To achieve an adequate level of noise reduction, exterior walls, windows and doors to residential units need to achieve an STC 30 or higher when designed as a composite assembly. All acoustical construction practice for rated assemblies should be followed. The sound transmission loss necessary for the project can be achieved by using a wood stud framed assembly of either 4" or 6" studs with an exterior layer of sheathing achieving 2 lbs/ft2 and a single layer of 5/8" gypsum wallboard on the interior. The cavity should be filled with 3-1/2" glass fiber insulation. To provide the interior living areas with sound reduction from the environment, the following sound control measures should be utilized: Windows should have a minimum Sound Transmission Class (STC) rating of 31. This can be achieved with a dual pane window of glazing with 3/8" glass, 1.2" airspace, 1/8" glass. Exterior doors should meet an STC-31 or greater utilizing a 1-3/4" solid core wood door and compression seals on jamb and threshold. In addition, doors and windows should have rough openings completed to within 1/4" of window size, which should then be sealed using acoustical sealant to provide a non-rigid seal against sound leakage.

With adherence to typical residential construction methods, the project will not generate noise levels in excess of established standards and impacts would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 19, 30) ☐ ☐ ☒ ☐

Discussion: Construction-related activities for the proposed project have the potential to generate low levels of groundborne vibration. Table N-1 below (Vibration Source levels for Construction Equipment) identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

Table N-1 Vibration Source levels for Construction Equipment

Equipment	Approximate VdB			
	25 Feet	50 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	77	75
Loaded Trucks	86	80	77	75
Jackhammer	79	73	69	67
Small Bulldozer	58	52	48	46

Source: Federal Railroad Administration 1998

The proposed project will use piles as part of the foundation design due to the expansive soils. In order to build on the site, piles need to extend through the alluvial layer, approximately 55 feet deep and 5 feet into the hard sediment below to provide adequate support. The way vibration is transmitted differs depending on the density of the layers of sediment. The denser and stiffer the sediment, the further a ground wave will travel. With an alluvial layer extending to a depth of 55 feet, surface waves are minimized. As the auger reaches the harder sediment, vibration is dampened by the weight of the liquefied layer above. Forces generated by the APGD method recommended by the geotechnical study will minimize the amount of vibration and the soil will make it difficult for vibration to propagate.

The noise study prepared by SSA modeled the vibration-related noise associated with pile driving activities. The primary noise source associated with pile driving is the drill rig which can oscillate depending on the

ATTACHMENT NO. 4.38

tension placed on the auger. This can be controlled by fitting the rig with an appropriate exhaust muffler and the use of portable sound barriers. The project intends to use bore-type augering which can operate at 75dB(A) at 50 feet with a silenced-type diesel compression muffler.

Construction activities would have the potential to impact the adjacent residential neighborhood southwest of the project site; however, these construction impacts would intermittent and short-term and are exempt from the City's Noise Ordinance. Implementation of previously identified mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 in addition to the use of portable sound barriers and proper compression mufflers will reduce this impact to less than significant.

In addition, ambient vibration levels due to typical activity on site were measured in two locations on site. The VdB levels are below the limits prescribed by the FTA for residences. The FTA suggests that the ground-borne vibration velocity should not exceed 80 dB for infrequent events and 72 dB for frequent events to minimize potential vibration impacts. In general vibration did not exceed 50 VdB which is well below the established standard.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 19, 30) ☐ ☒ ☐ ☐

Discussion: Please refer to response X.a) above, regarding the findings of the existing noise environment at the project site. There would be operational noise impacts generated by residential uses such as mechanical equipment (HVAC). Installation of shielding around HVAC systems would be required by mitigation measure BECSP MM4.9-4, which would further reduce HVAC noise levels. The proposed project would result in an intensification of human activity at the proposed project site with the introduction of a permanent, resident population. This could increase overall ambient noise levels within the project area and the larger BECSP area, however the type of noise caused by residential uses is similar to the existing condition and the increase would not be substantial. With implementation of mitigation measures BECSP MM4.9-4 and BECSP MM4.9-5, operational noise would remain less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 19, 30) ☐ ☐ ☒ ☐

Discussion: Please refer to response X.a) above. Construction activities would represent a substantial temporary or periodic increase in ambient noise levels. However, the construction activities would only occur during the permitted hours designated in the City of Huntington Beach Municipal Code, and thus would not occur during recognized sleep hours for residences or on days that residents are most sensitive to exterior noise (Sundays and holidays). As such, while an increase in ambient noise levels could occur from the construction activities associated with the proposed project, significant impacts to the nearby residents would not occur because construction noise is exempted by the Municipal Code as long as it occurs during permitted hours. Implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would further reduce this impact to less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the ☐ ☐ ☐ ☒

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

project expose people residing or working in the project area to excessive noise levels? (Sources: 3, 19)

Discussion: The project site is not located within 2 miles of a public airport, public use airport, or private airstrip. There are no private airstrips in the nearby vicinity; however there is a private heliport with a helipad located 1.1 miles north of the project site at the northwest corner of Hoover Street and Bolsa Avenue and an existing helipad 1.7 miles south of the proposed project site on the rooftop of the sixteen-story office tower at the southwest corner of Beach Boulevard and Warner Avenue. A helipad is a designated area, including buildings or facilities, intended to be used for the landing and takeoff of helicopters. However, the existence of such a facility does not necessarily represent an impending impact for residents. Further, the existing helipad has not been used in over three years and the proposed project for that site would not alter the helipad use. Therefore, the proposed project would not expose people to excessive noise from airports. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: see above)	☐	☐	☐	☒

Discussion: See X.e) above.

XI. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (Sources: 19)	☐	☐	☒	☐

Discussion: Public Services were analyzed in section 4.11 of EIR No. 08-008. As noted above (Section II. Population and Housing), development of 510 residential units would result in a new residential population of approximately 1,362 persons at the site.

The proposed project site would receive first response from Station 2, the Murdy Station, located approximately 0.3 mile south of the project site. The next closest station is Station 8, the Heil Fire Station, located approximately 1.9 miles southwest of the project site. The Murdy Station has one truck company, one paramedic engine company, and one advanced and basic life support ambulance. The Heil Fire Station has one Paramedic Engine Company. As indicated in EIR No. 08-008, the Huntington Beach Fire Department (HBFD) emergency response time objective is for the first fire or paramedic unit to arrive within five minutes. HBFD currently maintains this response time with existing facilities, equipment, and staffing. The combined equipment at Murdy Station and Heil Station are considered adequate to serve the project site. BECSP EIR Section 4.11 (Public Services) concluded that because the HBFD meets or exceeds the emergency response time goal for the project site and the City as a whole, additional personnel and/equipment in order to maintain adequate levels of service is not necessary.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

All development plans prepared for the proposed project would be reviewed by the HBFD prior to construction to ensure that adequate fire flows would be maintained. Compliance with all required policies, rules, and regulations would ensure that the proposed project would not require any new or physically altered fire facilities to maintain adequate response times and staffing, the construction of which could result in significant environmental impacts. In addition, implementation of mitigation measure BECSP MM4.11-1 as required by BECSP EIR No. 08-008 would ensure that the HBFD receives adequate staffing and/or equipment to maintain acceptable levels of service. Subsequent to the adoption of the BECSP and EIR in 2012 the City adopted fire impact fees for new development. The fees will fund capital improvements to enable the Fire Department to maintain an adequate level of service. The proposed project would be subject to the new fees. Impacts to HBFD response times and resources would be considered less than significant.

b) Police Protection? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: As noted in EIR No. 08-008, the Huntington Beach Police Department (HBPD) has 237 sworn officers and currently employs a total of 233 civilian positions, currently protecting 192,524 residents in the City. The proposed project could result in up to 1,362 new residents. Using the worst-case population increase scenario, the additional 1,362 residents generated by the proposed project is not expected to significantly impact HBPD resources given that general fund monies from increased property tax revenue associated with development as well as other fee revenues (i.e., building permit fees) may be used to augment equipment levels. Further, implementation of mitigation measure BECSP MM4.11-1 as required by BECSP EIR No. 08-008 would ensure that adequate staffing levels are maintained. Subsequent to the adoption of the BECSP and EIR in 2012 the City adopted police impact fees for new development. The fees will fund capital improvements to enable the Police Department to maintain an adequate level of service. The proposed project would be subject to the new fees. Therefore, persons on site or elsewhere in the City would not be exposed to increased risks as a result of the proposed project. Impacts to HBPD response times and resources would be considered less than significant.

c) Schools? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: The proposed project would increase the population within the BECSP area with related increases in enrollment at area schools. The project site is located within the Huntington Beach Union High School District (HBUHSD) and the Ocean View School District (OVSD). Students generated from the proposed project would attend Marina High School, Spring View Middle School and College View Elementary School. In a letter submitted to the City on behalf of OVSD by its legal counsel, Connor, Fletcher, Williams LLP on July 3, 2012, OVSD indicated that the proposed project would generate 250 students or 0.49 students per unit. However, the letter did not reference or indicate how the 0.49 student generation rate was calculated. The letter further states that College View Elementary does not have the capacity to accommodate the additional students generated by the proposed project and that it would create overcrowded conditions at this school. The 0.49 student generation rate differs from the overall district-wide student generation rate of 0.34 (0.22 elementary, 0.12 middle school) contained in OVSD's 2006 fee justification study.

In response to this letter, Jeanette C. Justus Associates provided information to the City in a letter dated August 20, 2012, which cited enrollment data and projections prepared by DecisionInsite, Inc. (DI), the OVSD demographic consultant. Over the last ten years, districtwide enrollment at OVSD declined by 7% from 10,177 students in 2002-03 school year to 9,461 students in 2011-12 school year. As outlined in March 2011 projections prepared by DI, enrollment is expected to continue declining through 2020. DI projects there would be 8,886 students in 2020. When the same projection compares enrollment to capacity, there are 3,171

available seats projected in 2020. DI estimates there are 586 classrooms or 11,880 seats currently. When compared to the 2011-12 enrollment of 9,461, there is a surplus of 2,419 seats districtwide. School district enrollment projections typically include students from new development planned within school district boundaries. Referenced projections were prepared in March 2011, after adoption of the BECSP (2009). It is assumed that planned development within the specific plan area is incorporated in the study. Based on 2011-12 enrollment data, College View Elementary School has 277 available seats and Spring View Middle School has 64 available seats.

It should also be noted that it is unlikely that the 510 planned units would generate the 250 students assumed by OVSD. The proposed project density is 60 dwelling units to the acre. There are no special amenities that can serve families with children such as tot lots on site. The Project's target market includes young professionals rather than families with children. Jeanette C. Justus Associates has been following high density development and observed that as long as there are low density attached and detached alternatives available in the area, it is likely that families with children would choose other housing alternatives. Irvine Unified School District (IUSD) has experienced a significant number of high density development such as the Proposed Project. In October 2011, Jeanette C. Justus Associates collected data from IUSD and calculated student generation rates. The sample of high density units of 45+ units to the acre included 2,422 units located in the John Wayne Airport Area and the Irvine Spectrum. The resulting K-8 student generation rate or ratio of students per home is 0.052 or approximately 5 students for each 100 dwelling units. When these high density student generation rates are applied to the proposed Project, the estimated number of K-8 students equals 27. If this student generation rate is applied to the other pending multi-family projects within the BECSP namely Bella Terra (467 units), Boardwalk (487 units) and the Lofts (385 units), this equates to a total of 97 new elementary school students. As noted in the analysis prepared by Jeanette C. Justus Associates cited above, College View Elementary School has 277 available seats. Therefore, when accounting for the 97 students generated from the proposed project and other residential projects in the BECSP, College View Elementary School will still have 180 available seats.

The enrollment data obtained from the Jeanette C. Justus Associates letter is consistent with the conclusions contained in Program EIR No. 08-008 prepared for the BECSP. The EIR indicates population growth resulting from implementation of the specific plan would increase the number of students within the HBCSD, OVSD, and HBUHSD through 2030. However, the majority of schools serving the BECSP project area are currently operating below maximum capacity. Additionally, all three of the school districts anticipate that the enrollment will be lower in the upcoming years and will continue to decline in the future. Due to declining enrollment within each district, new students generated as a result of future development would not result in overcrowding and would likely help offset the current declining student population.

Impacts on schools are determined by analyzing the projected increase in enrollment as a result of a proposed project and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools are considered to be less than significant with payment of the state Department of Education Development Fee, which was enacted to provide for school facilities construction, improvements, and expansion.

The proposed project would be required to pay all relevant school impact fees. These fees would be distributed as appropriate to the HBCSD and OVSD and would provide funds for any additional school facilities that could be required as a result of future increases in student enrollment . Nonetheless, code requirements BESCP CR4.11-1, CR4.11-2, and CR4.11-3 would ensure that proposed project pay development fees based on residential square footage and commercial square footage.

Accordingly, development of the proposed project would not require any new or physically altered school facilities to serve the proposed project, the construction of which could result in significant environmental

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

impacts. This impact would be less than significant.

d) Parks? (Sources: 1, 19) ☐ ☐ ☒ ☐

Discussion: Policy RCS 2.1.1 of the City's General Plan requires that the City's park to population ratio is maintained at 5 acres of public parks (which includes beaches) per 1,000 persons. Based on the Department of Finance (DOF) 2012 population estimate for the City of Huntington Beach of 192,524 residents, the City currently has a ratio of approximately 5.18 acres of parkland per 1,000 persons, which exceeds the established park standard. With implementation of the proposed project, the City's estimated 2012 population would be increased by 1,362 residents, for a total of 193,886 residents. Although the proposed project would result in direct population growth, the City's existing parkland to population ratio would not be significantly reduced to 5.14 acres per 1,000 residents. Additionally, compliance with BECSP Section 2.6 and compliance with Chapter 254.08 of the City's Zoning and Subdivision Ordinance (BECSP CR4.12-1) pertaining to community recreation would reduce potential impacts to recreation and would ensure that requirements of the BECSP and the General Plan are satisfied. In addition, the proposed project includes private and public open space. Therefore, the proposed project would not result in the increased use of existing parks such that substantial physical deterioration would occur or be accelerated. This impact is considered less than significant.

e) Other public facilities or governmental services? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: The Huntington Beach Public Library System has five branches that serve the City's residents. The Oak View Branch Library is the closest library to the project site. According to California Library Statistics, there should be an average service ratio of approximately 0.00036 full-time employees per resident; however, the Huntington Beach Public Library does not meet this ratio with only 37 staff according to BECSP EIR No. 08-008. Based on the City's current population of 192,524 residents (Department of Finance January 2012 projection), an additional 33 full-time staff members would need to be hired in order to meet this standard. The proposed project would increase the population of Huntington Beach by approximately 1,362 residents, resulting in the need for less than 1 additional staff member. This needed increase in staffing, although not substantial, would further contribute to the existing staffing deficiencies within the City's library system. Implementation of code requirement BESCP CR4.11-3 would be required to ensure that these additional residents would not notably affect the current ratio of staff per resident. Library service impacts would be less than significant.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: All existing and future municipal and industrial discharges to surface waters within the City are subject to discharge requirements specified by the NPDES permit system. The proposed project would not result in the discharge of wastewater to any surface water. Instead, operational discharges will be diverted to the project's sewer system, which would ultimately be treated at one or more of the OCSD wastewater treatment plants. The Orange County Sanitation District (OCSD) wastewater treatment plants are required to

ATTACHMENT NO. A.43

comply with their associated Waste Discharge Requirements (WDRs). WDRs set the levels of pollutants allowable in water discharged from a facility. Compliance with any applicable WDRs, as monitored and enforced by the OCSD, would ensure that the proposed project would not exceed the applicable wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) with respect to discharges to the sewer system. This would result in a less than significant impact.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 17, 19) ☐ ☒ ☐ ☐

Discussion: A Water Supply Assessment (WSA) was prepared for the BECSP pursuant to Water Code Sections 10910 et seq., which includes the proposed project site. The WSA identified the methodologies to calculate the water demand for the specific plan area resulting from the increases in land uses. The WSA concluded that buildout of the uses authorized by the BECSP would result in a net increase of 1,370 acre-feet per year (afy) to 1.2 million gallons per day (mgd). Water demand rates for the proposed project were based on the generation rates used in the BECSP WSA. The proposed project would result in a water demand of 102,000 gallons per day (gpd), as shown in Table U-1 (Water Demand for Proposed Project). The City receives approximately two-thirds of its water supply from groundwater wells and approximately one-third from imported water. As indicated in the BECSP WSA, water demands associated with individual projects can be accommodated by forecasted allocation of imported water and groundwater.

Table U-1 Water Demand for Proposed Project

Land Use	Generation Rates	Proposed Project	
		Units	Total Demand
Residential	200 gpd/du	510 units	114 afy (102,000 gpd)

Source: City of Huntington Beach, Beach and Edinger Corridor Specific Plan EIR, Section 4.14, 2009.

The existing pipes throughout the project site would provide some of the infrastructure necessary to provide water service to the proposed project. However, it is likely that new on-site and off-site improvements (both public and private) could be required to provide adequate service for water demand. This would be determined through the preparation of a hydraulic water study as required by BECSP CR4.14-1 which would ensure that adequate water infrastructure is developed to serve the proposed project. If new infrastructure and other improvements are determined to be necessary, development would adhere to existing laws and regulations, and the water conveyance infrastructure will be appropriately sized for the proposed project, which includes potable water, domestic irrigation and fire flow demands.

The proposed project would use treated imported water via the Diemer Filtration Plant or Jensen Filtration Plant. The Diemer Filtration Plant has an operating capacity of 550 mgd and treats approximately 213 mgd, while the Jensen Filtration Plant currently has an operating capacity of 750 mgd and treats approximately 420 mgd. The BECSP indicates that the imported water demand of the proposed project and other projects within the specific plan area would represent less than one percent of the remaining capacities of either facility.

Wastewater generation for the proposed project was estimated using the sewer generation rate of 250 gpd per dwelling unit provided in the August 2009 Sewer Analysis Report prepared by PBS&J. As show in Table U-2, the proposed project would generate approximately 127,500 gpd. Wastewater from the proposed project would be collected and treated by the Orange County Sanitation District (OCSD), which operates two facilities.

ATTACHMENT NO. 4.44

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Current primary treatment capacity for Reclamation Plant No. 1 is 218 mgd of wastewater, with an average daily flow of 120 mgd and a remaining capacity of 98 mgd. Current capacity for Reclamation Plant No. 2 is 168 mgd of primary treated wastewater, with an average daily flow of 151 mgd and a remaining capacity of 24 mgd. The BECSP EIR indicates that the wastewater generation of the proposed project and other projects within the specific plan area would represent less than two percent of the remaining capacity of Reclamation Plant No. 1 and less than five percent of the remaining capacity of Reclamation Plant No. 2.

Table U-2 Wastewater Generated by Proposed Project

Land Use	Generation Rates	Proposed Project	
		Units	Total Demand
Residential	250 gpd/du	510 units	143 afy (127,500 gpd)

Source: City of Huntington Beach, Beach and Edinger Corridor Specific Plan EIR, Section 4.14, 2009.

According to the BECSP EIR, development of individual projects within the specific plan area could result in exceedance of the City or OCSD wastewater collection systems. Implementation of BESCP MM4.14-2, as required by BECSP EIR No. 08-008, would provide for mitigation of wastewater collection system capacity constraints by requiring the project to confirm adequate capacity or provide upgrades. In addition, code requirements BECSP CR4.14-3 and CR4.14-4 would require the proposed project to confirm the capacity of existing sewers and the preparation of a sewer study prior to allowing connections to the sewer line. Based on prior analysis, it is expected that the proposed project would make a fair share contribution to the upgrade of the sewer line in Gothard Street and Heil Avenue.

With the implementation of the mitigation measures and code requirements specified in the BECSP EIR No. 08-008, impacts to water or wastewater facilities would be considered a less than significant impact.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 17, 19) ☐ ☐ ☒ ☐

Discussion: The project site is located within the approximate 80.35 square mile Anaheim Bay – Huntington Harbor watershed, which includes portions of the cities of Anaheim, Cypress, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, Stanton and Westminster. The preliminary hydrology study prepared for the proposed project addresses runoff from the project site and its impact to the existing storm drainage system. The study includes analysis of 10, 25 and 100-year storm events for both existing conditions and the proposed project. The hydrology study fulfills the requirements of the Orange County Drainage Area Management Plan (DAMP 2011) and the Orange County Hydrology Manual (October 1986).

The capacity of the existing storm drain system was established by analyzing the existing flow of the 25-year storm event. Since a 24-hour, 100-year storm event for the proposed condition generates runoff that does not exceed a 24-hour, 25-year storm event for the existing condition, a detention system is not required as project runoff will be limited to the existing 25-year flows.

This is accomplished by reducing the amount of impervious area by incorporating landscaped open space areas and permeable pavement into the design of the residential development. Therefore, a less than significant

ATTACHMENT NO. 4.45

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

impact will occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: Based on the water use demand factor of 200 gpd per dwelling unit used in the WSA for the BECSP, development of the proposed project would result in a water demand of 102,000 gpd and an increased demand for municipal water services compared to existing conditions. The WSA completed in conjunction with the BECSP Program EIR indicates that this additional water demand can be accommodated based on forecasted water allocations obtained from water management plan data from MWD, MWDOC and OCWD. The EIR indicates that the City would be able to accommodate this additional demand through a combination of groundwater and imported water. Implementation of mitigation measure BECSP MM4.14-1 required by EIR No. 08-008, which specifies various conservation and efficient water use practices, and adherence to code requirement BECSP CR4.14-2, which requires new developments to utilize water efficient landscaping, would serve to reduce the municipal water demand from the proposed project. Therefore this impact would be less than significant. The project Applicant shall submit building plans for approval to the City of Huntington Beach to incorporate the project conditions to ensure that conservation and efficient water use practices are implemented. The proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to adequate wastewater treatment capacity.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 17, 19) ☐ ☐ ☒ ☐

Discussion: Refer to section XII. b). The proposed project would include the development of 510 residential units. As shown in Table U-2 (Wastewater Generated from Proposed Project), the proposed project would generate approximately 127,500 gpd (0.07 mgd) of wastewater that would be transported by the City's sewer system.

The project developer would be responsible for constructing local mains and extensions to serve the proposed project. As required by code requirements BECSP CR4.14-3 and BECSP CR4.14-4, prior to allowing additional connections to the sewer lines, the capacity of the existing sewers would need to be confirmed and a sewer study would be needed at the time of development to determine if the existing sewer lines need to be upgraded to accommodate the proposed project's sewer flow. In addition, any development connecting directly or indirectly to the OCSD sewer system is required to pay a connection fee in accordance with the OCSD Connection Fee Master Ordinance. The Connection Fee Program ensures that all users pay their fair share of any necessary expansion of the system, including expansion to wastewater treatment facilities. These fees are considered full mitigation under CEQA for potential impacts resulting from project development.

Construction of the wastewater collection systems for the proposed project would adhere to existing laws and regulations, and the infrastructure would be sized appropriately for the project. Individual wastewater connections would occur as part of the proposed project. In addition, code requirements BECSP CR4.14-3 and BECSP CR4.14-4 would ensure that proper sewer connections are provided for at the project site by confirming adequate capacity and providing a sewer study. Therefore, this impact is considered less than

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 19) ☐ ☐ ☒ ☐

Discussion: The proposed project would increase the overall amount of solid waste generated at the project site. The proposed project is estimated to produce approximately 2,040 pounds per day and approximately 744,600 pounds per year of solid waste. This translates to a generation rate of approximately 1.02 tons of solid waste per day and 372.33 tons of solid waste per year as shown in Table U-3 (Waste Generated from Proposed Project). Rainbow Disposal is the exclusive hauler of all solid waste for the City of Huntington Beach. Rainbow Disposal's Transfer Station has a design capacity of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. For purposes of this analysis, and assuming a worst-case scenario of 71 percent current utilization, the daily solid waste contribution to this transfer station would be less than 0.1 percent at approximately 0.0004 percent of its entire design capacity. Utilization of the transfer station would remain at 71 percent.

Table U-3 Waste Generated from Proposed Project

Land Use	Solid Waste Generation Rates (lbs/unit/day)	Proposed Project	
		Units	Waste Generated (lbs/day)
Residential (medium-high density)	4 lbs/dwelling unit/day	510 du	2,040 lbs/day (1.02 tons/day)

Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates.

There are three landfills (Frank R. Bowerman Landfill in Irvine; Olinda Alpha Landfill in Brea; and Prima Deshecha Landfill in San Juan Capistrano) that could serve the project site, which have a design capacity of 8,500, 4,000, and 8,000 tons per day, respectively. Based on landfill capacity, the solid waste contribution of 1.02 tons per day to any of the three landfills that serve the project site is less than 1 percent of their allowed daily capacity. This would result in a less than significant impact.

g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 32) ☐ ☐ ☐ ☒

Discussion: The proposed project would be in compliance with federal, state, and local statutes and regulations related to solid waste and would result in no impact.

Prior to 2008, Assembly Bill (AB) 939 established a requirement of 50 percent diversion of solid waste by the year 2000. Based on data from 2006, the City of Huntington Beach maintained a 71 percent diversion rate from Orange County landfills, thereby meeting and exceeding the requirement. In 2008, California enacted Senate Bill (SB) 1016, which modified the system of measuring a jurisdiction's compliance with solid waste disposal requirements previously under AB 939. SB 1016 established a per-capita disposal rate as the instrument of measurement. The City of Huntington Beach is subject to a per resident disposal rate target of 10.4 pounds per person per day (PPD). According to data from annual reports submitted by the City and published by CalRecycle, the City's PPD rate dropped from 5.5 in 2007 to 4.6 in 2009, demonstrating compliance with SB 1016.

h) Include a new or retrofitted storm water treatment control

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: see above)	☐	☐	☒	☐

Discussion: Refer to IV.a) above. Implementation of treatment control water quality BMPs will pre-treat/treat urbanized runoff from the project site and minimize the proposed project's pollution impact to levels acceptable to the state and local jurisdictions. A less than significant impact would occur.

XIII. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? (Sources: 2, 3, 19)	☐	☐	☒	☐

Discussion: The proposed project site is not located within the viewshed of a scenic vista and no scenic resources are located on the project site. The project site is currently developed with five commercial buildings in a highly urbanized portion of the City. As such, development of the proposed project would not result in the removal, alteration, or demolition of a scenic resource that contributes to the quality of a scenic vista. Due to the flat topography of the project site and surrounding area, and the distance of the project site from the coast (approximately 4 miles), there are no scenic vistas visible from the project site or from public vantage points in the vicinity of the project site. As such, development of the proposed project would not obstruct views of a scenic resource and would therefore not result in changes to a scenic vista. Therefore, implementation of the proposed project would not have a significant impact on a scenic vista. This impact is considered less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 3, 19)	☐	☐	☐	☒

Discussion: The California Department of Transportation designates scenic highway corridors. The project site is not located within a state scenic highway; nor is the project site visible from any (officially designated or eligible) scenic highway. The nearest eligible scenic highway is Pacific Coast Highway, located approximately 4 miles west of the project site. In addition, the project site is currently developed and does not contain rock outcroppings or historic buildings. Therefore, no impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 4, 15, 19)	☐	☐	☒	☐

Discussion: The project site is located in the Edinger Avenue Corridor within the BECSP area. One of the BECSP objectives is to ensure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City. The Town Center Boulevard Segment development standards included in BECSP Section 2.1.6 (Town Center Boulevard Segment) addresses building scale, frontage and building placement, streets, open space, architecture and signage to achieve the BECSP's design objectives. To ensure that all new development within the BECSP complies with the Development Code, the proposed project is subject to an approval of Site Plan

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Review. The proposed project must adhere to development standards for the Town Center Boulevard Segment.

The project site is currently developed with five single-story commercial buildings. There are no unique architectural elements of the existing project site that create visual interest. The proposed project design consists of a four-story (with lofts) apartment building "wrapped around" a central six-level parking structure. Building heights would be consistent with BECSP Section 2.3.1 (Building Height), which establishes a minimum building height of one-story and a maximum building height of five stories on the site. In addition, the building height is limited to four stories adjacent to Edinger Avenue pursuant to BECSP Section 2.3.2 (Special Building Height Limits).

The proposed project includes six landscaped courtyards dispersed throughout the project site, three of which will be open to the public and two courtyards in the northeast corner of the property will provide a pedestrian connection to Edinger Avenue and Gothard Street.

The building would be oriented to the street with primary entrances facing and opening-up directly to the Edinger Avenue and Gothard Street, as required by BECSP Section 2.4 (Frontage and Building Placement Regulations). The proposed residential building would be setback 0' to 15' from Edinger Avenue and 5' to 15' from Gothard Street, which establishes a maximum setback of 15 feet on Edinger Avenue and a minimum setback of five feet and maximum setback of 15 feet on all other streets (Gothard Street). The proposed project would also construct an East-West Street connector along the southern boundary of the project site. A minimum setback of five feet from the sidewalk is required and would be provided. In addition, a four-foot sidewalk would be provided along the north side of the East-West Street connector, and five-foot planters would be provided on both sides of the new street. The building frontages would be designed in compliance with BECSP Section 2.42. Compliance with BECSP Section 2.5 (Street Regulations) would ensure that adjacent streets are improved to enhance the connectivity of the community and create a safe and attractive streetscape environment. Compliance with these development standards would ensure that the proposed project would be visually consistent with the BECSP's vision for the Edinger Corridor and would be visually compatible with adjacent residential and commercial uses.

The project has been designed to be consistent with the BECSP Development Code. The site plan review process will confirm consistency with the BECSP guidelines. As such, approval of the proposed project's site plan review would ensure that implementation of the proposed project would not degrade the existing visual character and quality of the project site and the surrounding area. Rather, implementation of the proposed project would help to achieve the transformation of the underutilized character of the site to a vibrant, aesthetically pleasing project, consistent with the BECSP vision for the Edinger Corridor and Town Center Boulevard. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings and this impact would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 4, 15, 19)	☐	☐	☒	☐

Discussion: As discussed in the BECSP EIR No. 08-008, due to the urbanized nature of the surrounding area, a significant amount of ambient nighttime light currently exists, reducing the views of stars and affecting views of the nighttime sky. Streetlights and headlights along adjacent roadways, including Edinger Avenue and Gothard Street, provide a significant amount of existing ambient light surrounding the project site. Nearby commercial uses on Edinger Avenue and Gothard Street also provide substantial amounts of exterior lighting for security and way finding. The proposed project would introduce additional nighttime lighting sources directly onto the project site and the immediately surrounding area, including exterior building lighting for

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

security and way finding, vehicle headlights entering and exiting the project site, and interior building illumination. Consequently, surrounding uses could be exposed to exterior lighting associated with the proposed buildings, streets, and open space. However, BECSP Section 2.6.8(5)(a) requires that lighting fixtures be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution, and requires that lighting and planting plans for public and private frontage areas be visually and aesthetically coordinated. Furthermore, BECSP Section 2.6.8(5)(d) requires specific luminaire types that would prevent light spill-over, and provide for an efficient distribution of lighting. Conformance with the BECSP would ensure that nighttime light produced by required exterior lighting would be consistent with nighttime lighting conditions of the project area and would not result in impacts to adjacent light-sensitive receptors.

The proposed building would be a maximum of four stories with lofts. Generally, buildings three or more stories in height have the potential to include large building faces with reflective surfaces (e.g., brightly colored building façades, reflective glass) that could create daytime glare. However, mitigation measure BECSP MM4.1-2 requires that new structures are designed to maximize the use of non-reflective facade treatments, and BECSP Section 2.8.2(2)(c) requires that buildings utilize light colored roofs to reduce glare. As such, compliance with mitigation measure BECSP MM4.1-2 would ensure that impacts related to daytime glare would be reduced by managing the reflective properties of the building materials employed, such as glass, metal, or finished concrete. Impacts from light and glare would be less than significant.

XIV. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in δ15064.5? (Sources: 18, 19, 26)	☐	☐	☒	☐

Discussion: According to the historic resources study prepared for the BECSP and the Historic and Cultural Resources Element of the City's General Plan, there is one local landmark within the boundaries of the BECSP which is not located on the project site or in the immediate vicinity. According to the Phase I ESA prepared by Blackstone Consulting, LLC for the proposed project in 2012, one of the five structures occupying the project site was built in 1961, making it more than 45 years in age. Although the structure is not listed as historical in the City's General Plan and does not appear to meet the criteria contained in PRC Section 21084.1 or CEQA Guidelines Section 15064.5 (a)(3) for determining whether the structure is historic, a study was completed pursuant to mitigation measure BECSP MM4.4-1 contained in BECSP EIR No. 08-008, which requires that buildings or structures 45 years or older are investigated by a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine whether the proposed project would cause a substantial adverse change in the significant of a historic resource as defined in Section 15064.5 of the CEQA Guidelines. The study, dated January 30, 2013, determined the property does not appear to meet the criteria for listing and therefore less than significant impacts would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to δ15064.5? (Sources: 19)	☐	☒	☐	☐

ATTACHMENT NO. 4.50

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: As part of the cultural and paleontological analysis prepared for the BECSP EIR No. 08-008, a records search was conducted by the South Central Coastal Information Center (SCCIC) of the BECSP area. This search indicated that archaeological resources are present within the BECSP area, though not on the project site. These sites have likely been destroyed or capped since they were first discovered. In addition, the NAHC identified the presence of Native American cultural resources in the immediate BECSP area and noted that the general area was considered sensitive for cultural resources. Finally, representatives from the Gabrieliño Tongva Nation contacted PBS&J to express their concerns about the sensitivity of the BECSP area for Native American resources and burial grounds. Therefore, the BECSP area is considered to be sensitive for the presence of Native American cultural resources, including human remains. However, because the project site has been previously disturbed and is considered to be entirely developed, and the records search conducted by the SCCIC did not identify archaeological resources on the project site, archaeological resources are not likely to be encountered as a result of the proposed project and mitigation measure BECSP MM4.4-2(a) contained in BECSP EIR No. 08-008 would not be applicable. However, earthmoving activities could result in the uncovering of previously unidentified resources. Incorporation of mitigation measure BECSP MM4.4-2(b) BECSP EIR No. 08-008 would reduce any impacts from this occurrence to a less than significant level.

c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 19) ☐ ☒ ☐ ☐

Discussion: According to a paleontological records search performed by the Natural History Museum of Los Angeles County in September 2008 for the BECSP EIR No. 08-008, no previously recorded paleontological resources are located within the BECSP area, including the proposed project site. However, the search did identify several paleontological resources in the BECSP vicinity, as well as soils that often contain vertebrate and invertebrate fossils. As such, the BECSP EIR concluded that the entire plan area, including the project site, is considered sensitive for paleontological resources. Due to the area's sensitivity, the proposed project is required to comply with mitigation measure BECSP MM4.4-3(b) in the event that a previously unidentified unique paleontological resource or geological feature is discovered during ground disturbing activities. With mitigation incorporated, the proposed project would result in a less than significant impact to paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 19) ☐ ☒ ☐ ☐

Discussion: As mentioned above, the BECSP area is considered to be sensitive for the presence of Native American cultural resources, including human remains. However, because the proposed project site has been previously disturbed and is considered to be entirely developed, human remains are not likely to be encountered as a result of the proposed project. However, implementation of mitigation measure BECSP MM4.4-2(b) from the BECSP EIR No. 08-008 would ensure that any potential impacts would remain less than significant level.

XV. RECREATION. Would the project:

a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources:15, 19) ☐ ☐ ☒ ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: The proposed project would result in 510 dwelling units, generating an estimated population of 1,362 persons. As such, the proposed project would directly increase the City's residential population and therefore, increase the use of existing neighborhood and regional parks or other recreational facilities. Table 4.12-1 of the BECSP EIR No. 08-008 indicates there are approximately 1,007 acres of recreational space within the City of Huntington Beach. Public parks within 1.5 miles of the project site include Greer Park, Sun View Park, Glen View Park, and College View Park. Construction and operation of the proposed project would not interfere with existing recreation opportunities at these nearby recreational fields or other recreational facilities in the area. There would be no changes to the permitted uses or availability of recreational facilities in the area. However, the direct increase in population as a result of future development would result in an increase in the use of local and regional recreational facilities.

The BECSP requires projects to provide public and private open space. BECSP Section 2.6.1 (Provision of Public Open Space) requires that public open space is provided on the project site at a rate of 50 sf per dwelling unit. The proposed project would be required to provide a total of 25,500 sf of public open space and 25,815 sf of public open space would be provided. Public open space would be designed in conformance with BECSP Section 2.6.4, which identifies guidelines for design of the various types of public open space. BECSP Section 2.6.3 (Provision of Private Open Space) requires that private open space for attached and multi-family be provided on the project site at a rate of 60 sf per dwelling units. The proposed project would be required to provide a total of 30,600 sf of private open space and the project provides 55,396 sf of private open space. In addition to the provision of public and private open space on the project site, the proposed project would be subject to code section requirement BECSP CR4.12-1 which requires a park fee pursuant to Chapter 230.20 of the City's Zoning and Subdivision Ordinance. Compliance with code requirement BECSP CR4.12-1 and the BECSP would ensure that recreational impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: see above)	☐	☐	☒	☐

Discussion: See XV.a) above.

c) Affect existing recreational opportunities? (Sources: 15, 19)	☐	☐	☒	☐

Discussion: See XV.a) above. In addition, implementation of the proposed project would not directly impact an existing recreation opportunity. Compliance with code requirement BECSP CR4.12-1 and the BECSP would ensure that recreational impacts would be less than significant.

XVI. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 28)	☐	☐	☐	☒

Discussion: The project site is designated as Mixed Use-Specific Plan-Design Overlay by the City of Huntington Beach General Plan. No agricultural activities presently occur on site. Pursuant to the NOP for the BECSP Program EIR, the entire Specific Plan area, including the project site, is not mapped as, nor is any area subject to a Williamson Act contract. In addition, the project would not result in the conversion of farmland. No impact would result.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 28)	☐	☐	☐	☒

Discussion: The proposed project would not conflict with agricultural zoning or a Williamson Act contract. There are no Williamson Act contracts applicable to the proposed project site; the site is zoned Open Space and contains no agricultural uses. No impact would result.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources: 28)	☐	☐	☐	☒

Discussion: The proposed project site does not contain any farmland. Although it contains trees and other vegetation, it is not designated as farmland. No impact would result.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 19, 22)	☐	☐	☒	☐

Discussion: Construction of the proposed project would result in GHG emissions due to the operation of heavy construction equipment, worker commute trips, and building supply vendor vehicles. In addition, operation of the proposed project would result in GHG emissions as a result of direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, architectural coatings, consumer products, landscape equipment and indirect sources such as electricity generation.

Table GHG-1 (Project Operational Estimated Greenhouse Gas Annual Emissions) summarizes the estimated annual GHG emissions for the proposed project.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Table GHG-1 Project Operational Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)					
Category	**Bio-CO_2**	**NonBio-CO_2**	**Total CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	0.00	12.69	12.69	0.01	0.00	12.96
Energy Usage[2]	0.00	846.85	846.85	0.03	0.01	852.10
Mobile Sources[3]	0.00	217.66	217.66	0.01	0.00	217.85
Solid Waste[4]	47.62	0.00	47.62	2.81	0.00	106.72
Water and Wastewater[5]	0.00	114.02	114.02	0.73	0.02	135.61
Construction[6]	0.00	75.44	75.44	0.00	0.00	75.54
Total Emissions	47.62	1,266.66	1,314.28	3.59	0.03	**1,400.78**
Threshold of Significance						**3,500**

Source:
Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction GHG emissions based on a 30 year amortization rate.
Source: CalEEMod Version 2011.1.1.

As indicated in Table GHG-1, the proposed project would create 1,400.78 metric tons per year of GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that either provides a quantitative annual thresholds of 3,500 $MTCO_2e$ for residential uses, 1,400 $MTCO_2e$ for commercial uses, and 3,000 $MTCO_2e$ for mixed uses. An alternative annual threshold of 3,000 $MTCO_2e$ for all land use types is also proposed. The 3,500 $MTCO_2e$ annual threshold for residential uses has been utilized in this analysis. This would not exceed the 3,500 metric tons per year significance threshold. Therefore, the proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to greenhouse gas emissions.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 19) ☐ ☒ ☐ ☐

Discussion: Since the estimated emissions would be below the SCAQMD draft threshold for GHG emissions, this impact would be considered less than significant.

The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

According to the project GHG emissions calculations above, implementation of the proposed project would result in 1,400.78 $MTCO_2e$ per year. The proposed project would be below the proposed SCAQMD threshold of 3,500 $MTCO_2e$ per year for residential uses. In addition, the proposed project complies with the plans and policies of the AB 32 Scoping Plan adopted by CARB for the purpose of reducing the emissions of greenhouse gases.

In addition, the project site is located within the area covered by the BECSP and analyzed in the BECSP EIR. The BECSP EIR found that operational GHG emissions created from all proposed projects within the Specific Plan area would generate 79,890 $MTCO_2e$ annually and determined that the BECSP's impacts to global climate

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

change are potentially significant. The BECSP EIR provided mitigation measures BECSP MM4.15-1 through 4.15-9 to reduce this impact to less than significant levels. Therefore, through implementation of these mitigation measures, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: see above)	☐	☒	☐	☐

Discussion: The proposed project would not have the potential to substantially degrade the quality of the environment; reduce habitat of fish or wildlife, species; threaten plant or animal communities; or reduce the number or restrict range of rare plants or animals. The project site is in a highly developed urban area that does not contain habitat for any species identified as a candidate, sensitive, or special status species. The project site is dominated by ruderal vegetation. Moreover, implementation of mitigation measure BECSP MM4.3-1 would ensure protection of migratory bird species and habitat in the event that birds protected under the Migratory Bird Treaty Act are nesting within existing trees.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: see above)	☐	☐	☒	☐

Discussion: As discussed in the Air Quality section above, the on-going operational activities for the proposed project, the VOC, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds of significance for any criteria pollutants. Therefore, less than significant long-term regional air quality impacts would occur during the on-going operations of the proposed project. However, the BECSP EIR found that if all projects covered within the Specific Plan area were to be constructed simultaneously, this would result in a significant unavoidable impact. Mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 would be implemented to reduce this impact, however not to less than significant levels. When the City of Huntington Beach approved the BECSP on March 1, 2010, it adopted a Statement of Overriding Considerations (SOC) that addresses this significant unavoidable impact and supported its decision based on findings contained in the (SOC) substantial information provided in the FEIR. Thus, although cumulative impacts to air quality are potentially significant, these impacts have already been analyzed, disclosed, and overridden by the BECSP EIR No. 08-008 and the adopted SOC. Furthermore, the analysis in the Air Quality Section of this document has

ATTACHMENT NO. 4.55

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

determined that the proposed project would not result in new or more severe air quality impacts beyond those already included and addressed in the BECSP EIR No. 08-008. Thus, cumulative air quality impacts from the proposed project are considered less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: see above)	☐	☒	☐	☐

Discussion: The proposed project could potentially result in environmental effects that may cause adverse effects on human beings with regard to the environmental areas discussed in this document. However, all of these impacts would be reduced to a less than significant level with the incorporation of the mitigation measures contained in and required by the BECSP EIR No. 08-008 and as noted in this Initial Study.

ATTACHMENT NO. 4.5v

XIX. EARLIER ANALYSIS/SOURCE LIST.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier documents prepared and utilized in this analysis, as well as sources of information are as follows:

Earlier Documents Prepared and Utilized in this Analysis:

Reference #	Document Title	Available for Review at:
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Project Vicinity Map	See Attachment #1
4	Site Plan	See Attachment #2
5	Elevations	See Attachment #3
6	Geotechnical Investigation for the Edinger Avenue Apartments Multi-Family Residential Development 7280 Edinger Avenue and 16001 & 16091 Gothard Street. Geocon West, Inc. January 20, 2012.	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
7	FEMA Flood Insurance Rate Map (2004)	"
8	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
9	City of Huntington Beach CEQA Procedure Handbook	"
10	Trip Generation Handbook, 7th Edition, Institute of Traffic Engineers	"
11	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	"
12	State Seismic Hazard Zones Map	"
13	Hazardous Waste and Substances Sites List	www.calepa.gov/sitecleanup/cortese
14	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at

ATTACHMENT NO. 4.97

	ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
			http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm		
15	Beach & Edinger Corridors Specific Plan (Mar. 2010)		http://www.huntingtonbeachca.gov/Government/Departments/planning/major/beach_Edinger.cfm		
16	Preliminary Water Quality Management Plan for the Edinger Apartments. KHR Associates. November 2012		City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach		
17	Preliminary Hydrology Study, Edinger Avenue Apartments, Huntington Beach, California. KHR Associates. November 2012		"		
18	Historic Resources Assessment for 16001 Gothard Street. Cynthia Ward Historic Preservation. January 30, 2013		City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach		
19	Beach & Edinger Corridors Specific Plan EIR (Nov. 2009)		http://www.huntingtonbeachca.gov/Government/Departments/planning/major/beach_Edinger.cfm		
20	SCAQMD Air Quality Management Plan (2007)		http://www.aqmd.gov/aqmp/07aqmp/index.html		
21	SCAG Regional Comprehensive Plan and Guide (2008)		http://www.scag.ca.gov/rcp/index.htm		
22	Air Quality and Global Climate Change Impact Analysis. Vista Environmental. (November 2012)		City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach		
23	California Geological Survey		www.consrv.ca.gov/cgs/		
24	Code of Federal Regulations		www.gpoaccess.gov/cfr/		
25	California Code of Regulations		http://government.westlaw.com/linkedslice/default.asp?Action=TOC&RS=GVT1.0&VR=2.0&SP=CCR-1000		
26	Phase I Environmental Site Assessment for 7262, 7266 & 7280 Edinger Avenue and 16001 & 16091 Gothard Street. Blackstone Consulting LLC. January 10, 2012.		City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach		
27	Phase II Limited Subsurface Soil and Groundwater Investigation Report for Proposed Huntington Beach at Edinger 16091 Gothard Street. Blackstone Consulting LLC. February 13, 2012.		"		
28	Farmland Mapping and Monitoring Program		ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/		
29	Traffic Impact Analysis for Archstone Edinger Apartments. Arch Beach Consulting. (October 15, 2012, revised May 13, 2013)		City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach		
30	Environmental Noise and Vibration Study. SSA Acoustics. January 2013.		"		
31	Education Data Partnership, District and School Reports. Accessed August 21, 2012.		http://www.ed-data.k12.ca.us/Navigation/fsTwoPanel.asp		
32	California Department of Resources Recycling and Recovery Data Central		http://www.calrecycle.ca.gov/DataCentral/default.htm		
33	Draft Mitigation Monitoring Program		See Attachment #4		

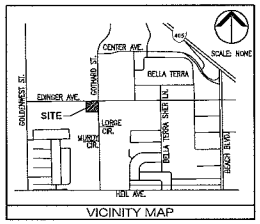
ATTACHMENT NO. 4.58

SHEET 1 OF 2

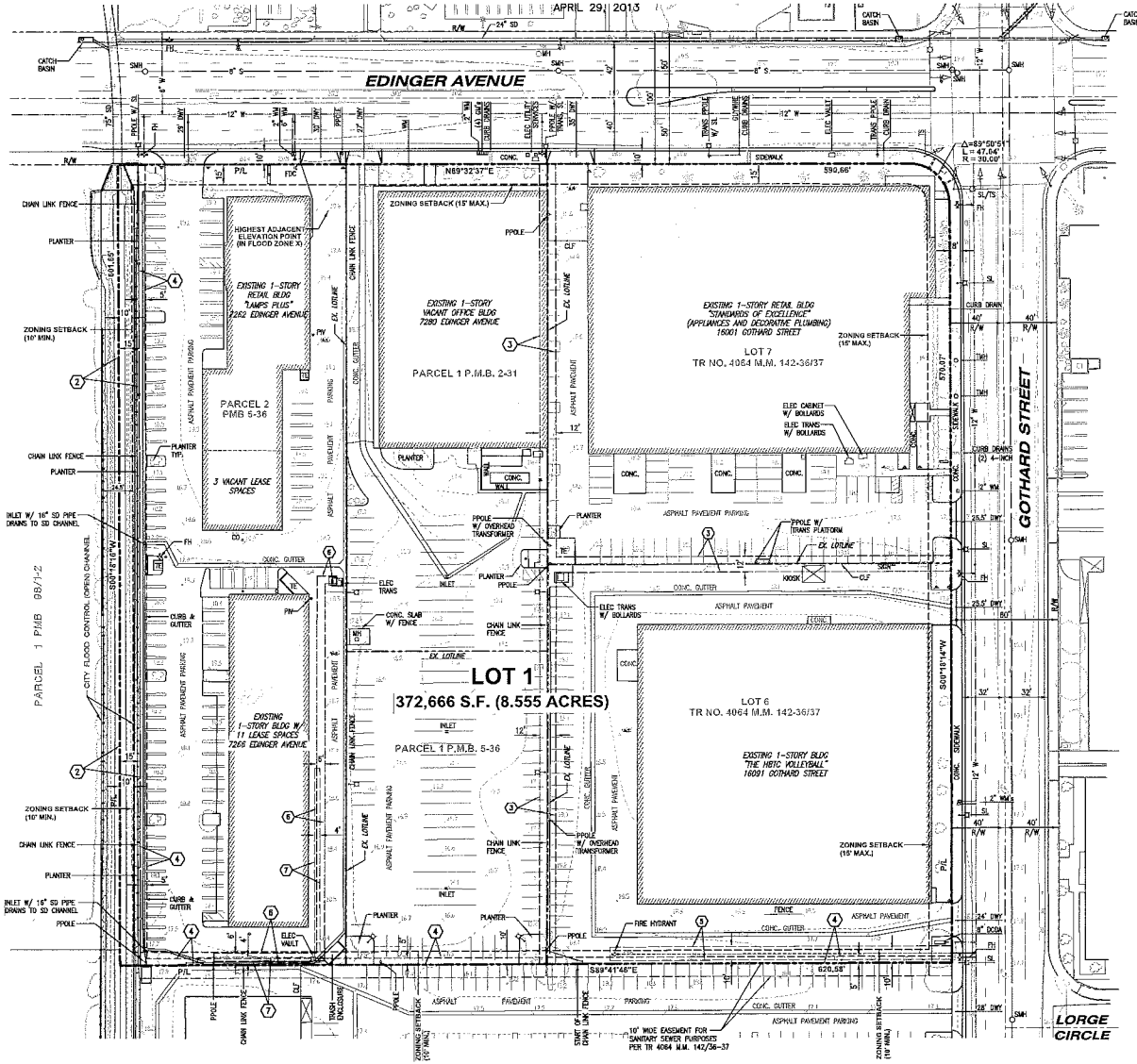
TENTATIVE PARCEL MAP NO. 2012-113

EXISTING CONDITIONS

IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE
STATE OF CALIFORNIA
APRIL 29, 2013



VICINITY MAP



LEGEND

- BOUNDARY LINE
- RIGHT OF WAY
- LOTLINE
- CENTERLINE
- CONTOUR LINE
- BUILDING OUTLINE
- FIRE HYDRANT
- STREET LIGHT
- PVT. YARD LIGHT
- POWER POLE
- SIGN
- VALVE

ABBREVIATIONS

BFD	BACKFLOW DEVICE
CLF	CHAIN LINK FENCE
CONC.	CONCRETE
CO	CLEANOUT
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DWY.	DRIVEWAY
ELEC	ELECTRICAL
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
GM	GAS METER
MH	MANHOLE
PIV	POST INDICATOR VALVE
P/L	PROPERTY LINE
PPOLE	POWER POLE
R/W	RIGHT OF WAY
S	SEWER
SCO	SEWER CLEANOUT
SD	STORM DRAIN
SL	STREET LIGHT
SMH	SEWER MANHOLE
TE	TRASH ENCLOSURE
TMH	TELEPHONE MANHOLE
TRANS	TRANSFORMER
TRFC	TRAFFIC
TS	TRAFFIC SIGNAL
V	VALVE
W	WATER
W/	WITH
WM	WATER METER

OWNER/SUBDIVIDER

PEDIGO SOUTH, INC., A CALIFORNIA CORPORATION
4000 SE COLUMBIA WAY
VANCOUVER, WASHINGTON 98661
ATTN. RICK PEDIGO

CIVIL ENGINEER

KHR ASSOCIATES
4100 NEWPORT PLACE DRIVE, SUITE 200
NEWPORT BEACH, CALIFORNIA 92660
ATTN. JAMES H. KAWAMURA, R.C.E. NO. 30560
PHONE NO. (949) 756-6440

LEGAL DESCRIPTION

THE LAND IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF ORANGE AND IS DESCRIBED AS FOLLOWS:

LOTS 6 AND 7 OF TRACT NO. 4064, AS PER MAP FILED IN BOOK 142, PAGES 36 AND 37 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

PARCEL 1, AS SHOWN ON A MAP FILED IN BOOK 2, PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

PARCELS 1 AND 2, AS SHOWN ON A MAP FILED IN BOOK 5, PAGE 36 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

AREA

THE SUBJECT PROPERTY CONSISTS OF:

(5) EXISTING LOTS	AREA = 372,666 S.F. (8.555 ACRES)
(1) PROPOSED LOT	AREA = 383,642 S.F. (8.348 ACRES)

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL GPS STATION 5107 AND GPS STATION 5111R1, BEING NORTH 00°18'43" EAST, PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

ZONING

ZONE CLASSIFICATION: SP14 BEACH AND EDINGER CORRIDORS SPECIFIC PLAN

TOWN CENTER BOULEVARD SEGMENT

FLOOD ZONE

THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X, AREAS OF 0.2% CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AS SHOWN ON THE FLOOD INSURANCE RATE MAP NO. 06059C0232J, MAP REVISED DECEMBER 3, 2009.

THE SUBJECT PROPERTY IS ALSO LOCATED WITHIN ZONE A, THE 1% ANNUAL FLOOD (100 YEAR FLOOD), ALSO KNOWN AS THE BASE FLOOD, IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED OR EXCEEDED IN ANY GIVEN YEAR. THE SPECIAL FLOOD HAZARD AREA IS THE AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THE BASE FLOOD ELEVATION IS THE WATER-SURFACE ELEVATION OF THE 1% ANNUAL CHANCE FLOOD AS SHOWN THE FLOOD INSURANCE RATE MAP NO. 06059C0232J, MAP REVISED DECEMBER 3, 2009.

NOTE:
THE PROPOSED DEVELOPMENT IN ZONE "A" WILL BE ADJUSTED TO BE ABOVE THE BASE FLOOD ELEVATION BY A MINIMUM OF 2 FEET. A LETTER OF MAP REVISION BASE ON FILL (LOMR-F) WILL BE REQUESTED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).

EASEMENTS

1. AN EASEMENT FOR VEHICULAR ACCESS, SUB-SURFACE WATER RIGHTS AS DELINEATED OR AS OFFERED FOR DEDICATION ON TRACT MAP NO. 4064. (UNPLOTTABLE PER RECORD DESCRIPTION).

(2) 15' WIDE STORM DRAIN EASEMENT AS DELINEATED OR AS OFFERED FOR DEDICATION, ON TRACT MAP NO. 4064. TO REMAIN.

(3) 12' WIDE PUBLIC UTILITY EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED IN BOOK 5747 PAGE 35 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

(4) A COVENANT AND AGREEMENT RECORDED APRIL 12, 1968 AS INSTRUMENT NO. 7751 IN BOOK 7898 PAGE 156 OF OFFICIAL RECORDS. 5' SETBACK FROM CITY EASEMENT.

(5) 10' WIDE EASEMENT FOR WATERLINE PURPOSES IN FAVOR OF CITY OF HUNTINGTON BEACH, A MUNICIPAL CORPORATION RECORDED MAY 28, 1976 IN BOOK 11754 PAGE 1209 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

(6) 5' WIDE EASEMENT FOR UNDERGROUND CONDUITS RECORDED IN BOOK 12509 PAGE 141 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

(7) 4' WIDE EASEMENT FOR UNDERGROUND CONDUITS RECORDED FEBRUARY 1, 1978 IN BOOK 12551 PAGE 1294 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

NOTE

1. ALL ON-SITE STRUCTURES WILL BE REMOVED. EXISTING FLOOD CONTROL CHANNEL SHALL BE PROTECTED IN PLACE.
2. ALL ON-SITE WET AND DRY UTILITIES WILL BE REMOVED., AND EXISTING EASEMENTS WILL BE QUITCLAIMED.
3. THE PROPOSED DEVELOPMENT IN ZONE "A" WILL BE ADJUSTED TO BE ABOVE THE BASE FLOOD ELEVATION BY A MINIMUM OF 2 FEET. A LETTER OF MAP REVISION BASE ON FILL (LOMR-F) WILL BE REQUESTED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).

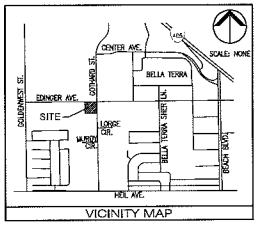
ATTACHMENT NO. 5.1

SHEET 2 OF 2

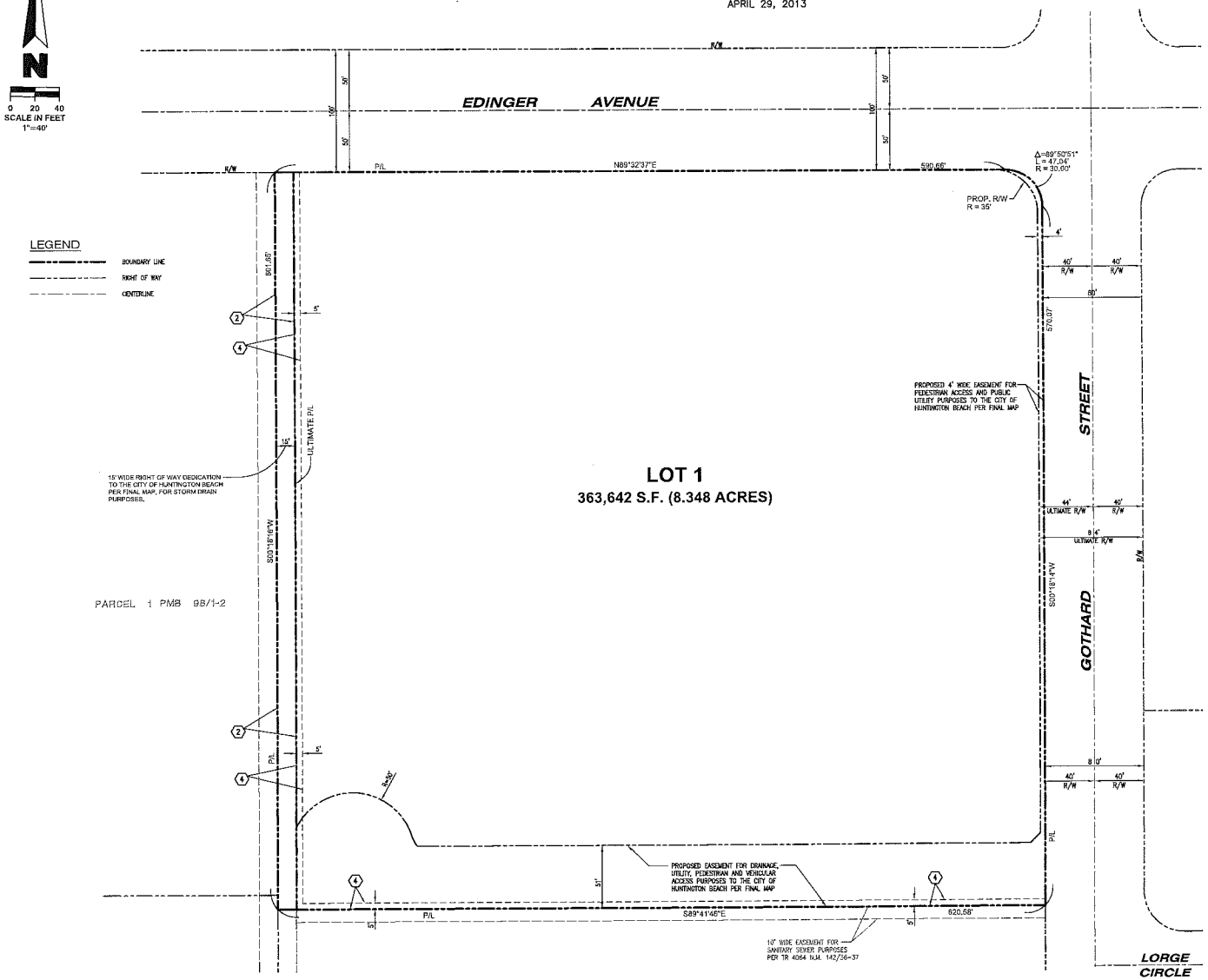
TENTATIVE PARCEL MAP NO. 2012-113

PROPOSED CONDITIONS

IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE
STATE OF CALIFORNIA
APRIL 29, 2013



VICINITY MAP



LEGEND

- BOUNDARY LINE
- RIGHT OF WAY
- CENTERLINE

OWNER/SUBDIVIDER

PEDIGO SOUTH, INC., A CALIFORNIA CORPORATION
4000 SE COLUMBIA WAY
VANCOUVER, WASHINGTON 98661
ATTN. RICK PEDIGO

CIVIL ENGINEER

KHR ASSOCIATES
4100 NEWPORT PLACE DRIVE, SUITE 200
NEWPORT BEACH, CALIFORNIA 92660
ATTN. JAMES H. KANNAUJA, R.C.E. NO. 30560
PHONE NO. (949) 756-6440

PROJECT DESCRIPTION:

PROPOSED 4-LEVEL MULTI-FAMILY APARTMENT BUILDING WITH 510 DWELLING UNITS, TOGETHER WITH AN ABOVE GRADE 5+ LEVEL PARKING STRUCTURE, AND 893 TOTAL PARKING SPACES (866 WITHIN PARKING STRUCTURE).

LEGAL DESCRIPTION

THE LAND IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF ORANGE AND IS DESCRIBED AS FOLLOWS:

LOTS 6 AND 7 OF TRACT NO. 4064, AS PER MAP FILED IN BOOK 142, PAGES 36 AND 37 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

PARCEL 1, AS SHOWN ON A MAP FILED IN BOOK 2, PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

PARCELS 1 AND 2, AS SHOWN ON A MAP FILED IN BOOK 5, PAGE 38 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

AREA

THE SUBJECT PROPERTY CONSISTS OF:

(5) EXISTING LOTS	AREA = 372,666 S.F. (8.555 ACRES)
(1) PROPOSED LOT	AREA = 363,642 S.F. (8.348 ACRES)

ZONING

ZONE CLASSIFICATION: SP14 BEACH AND EDINGER CORRIDORS SPECIFIC PLAN

TOWN CENTER BOULEVARD SEGMENT

FLOOD ZONE

THE SUBJECT PROPERTY WILL BE LOCATED WITHIN ZONE X, AREAS OF 0.2% CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AS SHOWN ON THE FLOOD INSURANCE RATE MAP NO. 06059C0023J, MAP REVISED DECEMBER 3, 2009.

EASEMENTS

1. AN EASEMENT FOR VEHICULAR ACCESS, SUB-SURFACE WATER RIGHTS AS DELINEATED OR AS OFFERED FOR DEDICATION ON TRACT MAP NO. 4064. (UNPLOTTABLE PER RECORD DESCRIPTION).

(2) 15' WIDE STORM DRAIN EASEMENT AS DELINEATED OR AS OFFERED FOR DEDICATION, ON TRACT MAP NO. 4064. TO REMAIN.

3. 12' WIDE PUBLIC UTILITY EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED IN BOOK 5747 PAGE 35 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

(4) A COVENANT AND AGREEMENT RECORDED APRIL 12, 1966 AS INSTRUMENT NO. 7751 IN BOOK 7888 PAGE 156 OF OFFICIAL RECORDS. 5' SETBACK FROM CITY EASEMENT.

5. 10' WIDE EASEMENT FOR WATERLINE PURPOSES IN FAVOR OF CITY OF HUNTINGTON BEACH, A MUNICIPAL CORPORATION RECORDED MAY 28, 1976 IN BOOK 11754 PAGE 1209 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

6. 6' WIDE EASEMENT FOR UNDERGROUND CONDUITS RECORDED IN BOOK 12509 PAGE 141 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

7. 4' WIDE EASEMENT FOR UNDERGROUND CONDUITS RECORDED FEBRUARY 1, 1978 IN BOOK 12551 PAGE 1294 OF OFFICIAL RECORDS. TO BE REMOVED/QUITCLAIMED.

8. BLANKET EASEMENT OVER THE PRIVATE DRIVE AISLES AND ACCESS WAYS FOR POLICE AND FIRE DEPARTMENT ACCESS PURPOSES. TO BE GRANTED ON FINAL MAP.

ATTACHMENT NO. S.2